

No. 1360 Survey held at Appledon Date August 3rd 1864 Master John Day
on the Prize - Hawk Tonnage Old 101 1/2 Built at Appledon When built 1864 Launched March 7th
New 65.14 By whom built William Clibbett Owners A. Day
Port belonging to Rideford Destined Voyage Coasting
Surveyed while Building, Afloat, or in Dry Dock Throughout build under Com. Survey

Length aloft				Extreme Breadth Outside				Depth of Hold			
66				18				9			
Scantlings of Timber.				Thickness of Plank.							
Timber and Space				Outside.				Inside.			
Floors				Garboard Strakes				Limber Strakes			
1 st Foothooks				Garboard to Bilge				Bilge Planks			
2 nd Ditto				Bilge Planks				Ceiling in Flat			
3 rd Ditto				Bilge to Wales				Ditto Bilge to Clamp			
Top Timbers				Wales				Hold Beam Clamps			
Deck Beams, length amidships				Topsides				Deck Beam Ditto			
Hold Beams, length amidships				Sheer Strakes				Ceiling 'twixt Decks			
Keel				Plank Sheers				Hold Beam Shelves			
Scarp of Ditto				Water Ways				Deck Beam Ditto			
Keelsons				Ditto, faying surface against Timbers							
Scarp of Ditto				Upper Deck							

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.							
Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	
Heel-Knee, & Deadw'd abast	7/8	1 1/4	Transoms and throats of Hooks	7/8	1 1/4		
Scarp of Keel, N ^o .	3/4	1 1/4	Arms of Hooks	3/4	1 1/4		
Keelson Bolts through Keel at each Floor	7/8	1 1/4	Thro' Bilge & Limber Strakes	5/8	9/16		
Bolts thro' Heels of Timbers against Deadwood	5/8	10/16	Thickstuff over Double Floors	5/8	9/16		
			Butt End Bolts	2	1 1/8		
			Pintles of the Rudder				

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.

The Floors consist of English Oak The First Foothooks of English Oak

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 7 1/2 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are sufficient

The Frame is fairly squared from the First Foothook Heads upwards, and not quite free from sap, and from thence downwards, the frame is the same

The Frames are bolted together to the Gunwale. All are frames N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 2/3 of the entire moulding at that place.

The Frame is chocked with a Butt at each end of the chock. The Main piece of Rudder is English Oak of Windlass is English Oak

The Keel is Elm The Main Keelson is English Oak and free from all defects.

The Stem, and Stern Post of English Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak Deadwood, of English Oak and are free from all defects.

The Deck and Hold Beams of English Oak The Breasthooks of English Oak The Knees of English Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is English Oak, Elm
or to the First Foothook Heads }

From the above named Height to the Light Water Mark English Oak

From the Light Water Mark to the Wales English Oak

The Wales and Black-strakes are English Oak The Topsides & Sheer-strakes English Oak

The Spirketting and Plank-sheers English Oak The Water-ways { Upper Deck Red pine
Lower Deck English Oak

The Decks Yellow pine State of good

The Shifts of the Planking are not less than 5 Feet, Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought 3 strakes between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are English Oak

The Ceiling, Lower Hold, and between Decks English Oak Shelf Pieces and Clamps English Oak

Fastenings.—To Hold Beams

Deck Beams Round lodging and locking pieces of English Oak

Number of Breasthooks 3 English Oak Pointers Crutches

Butt End Bolts are of Iron in the Bottom: 2 Bolts in each Butt End One through and clenched.

Bilge and Limber Strakes Iron bolted through and clenched. Treenails of English Oak How Made well made

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature William Clibbett Surveyor's Signature

Her Masts, Yards, &c. are in in condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .				Fathoms.	Inches.	N ^o .	Weight.
1	Fore Sails,		Chain <u>Shot link</u>	75	3 1/4	2	2.0.2.16.1
1	Fore Top Sails,		Hempen Stream Cable	90	5 1/2	2	5.0.1.7.11.3
1	Fore Topmast Stay Sails,		Hawser	90	3	1	2.0.5.1.11.1
1	Main Sails,		Towlines				
1	Main Top Sails,		Warp			1	1.0.1.14
and <u>other a full set</u>			All of <u>good</u> quality.				

Her Standing and Running Rigging is new sufficient in size and good in quality.

She has One Long Boat and

The present state of the Windlass is good Capstan good Rudder good Pumps good

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed	<u>Aug 4 3rd 1863</u>
2nd. When the Beams are put in, &c.	<u>Nov. 25th 1864</u>
3rd. { When completed, and before the plank be painted or payed }	<u>March 17th 1864</u>

This vessel frame is of English Oak, tolerably well squared and properly checked, but some of the tips of the timbers are rather thin, and slightly. The plank both inside & out is good and well wrought and I am of opinion she is eligible to Class and recommended below.

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered When last done

I am of opinion this Vessel should be Classed A 5-10 Years

The Amount of the Fee.....£ 1 : : is received by me,

Special£ 2 : 12 : 6 Exp^{ts} 1.10.0

Certificate£ : 2 : 6

Committee's Minute 7th June 1864

Character assigned A 1 for 10 Years



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