

No.

Survey held at

Bideford

Date

March 3rd Aug. 25th

1864

on the

Sch^r John Warley

Master

John Waller

Tonnage

Old 154

New 108

Built at

Bideford

When built

1864

Launched

Aug. 3rd

By whom built

Mr. Johnson

Owners

Bishop & Co.

Port belonging to

Norway

Destined Voyage

Coasting

If surveyed while Building, Afloat, or in Dry Dock

Throughout build under

Length aloft	Feet.			Inches.			Extreme Breadth Outside	Feet.			Inches.	Depth of Hold	Feet.			Inches.
	Sided.	In Ship.	Moulded.	Sided.	In Ship.	Moulded.		Sided.	In Ship.	Moulded.			Sided.	In Ship.	Moulded.	
32							20					10				8
Scantlings of Timber.																
TIMBER AND SPACE	30			19			Outside.									
Floors	9 9			7 1/2	7 1/2		Garboard Strakes	2 3/2	2 3/4			Limber Strakes	3	2 3/4		
1 st Foothooks	6 1/2	7 1/4		6 1/2	6 1/2		Garboard to Bilge	2 3/2	2 3/4			Bilge Planks	3 1/2	2 3/4		
2 nd Ditto	6 1/2	6 1/4		6	6		Bilge Planks	2 3/2	2 1/4			Ceiling in Flat	2 3/4	1 3/4		
3 rd Ditto	6 1/2	5 1/2		5 1/2	5 1/4	4 1/2	Bilge to Wales	2 3/2	2 3/4			Ditto Bilge to Clamp	2 3/4	1 3/4		
Top Timbers	6 1/2	5 1/2		5 1/4	5 1/4	4 1/2	Wales	4	3 1/2			Hold Beam Clamps	2 3/4	2 1/4		
Deck } No. 19 Average Space { 4 feet 7 1/2							Topsides	2 3/4	2 1/2			Deck Beam Ditto	2 3/4	2 1/2		
Beams } No. 3 Average Space { 9 9 3							Sheer Strakes	2 3/4	2 1/2			Ceiling 'twixt Decks	2 3/4	2 1/4		
Deck Beams, length amidships	18 7/8			7 1/4	7 1/4	5 1/4	Plank Sheers	2 3/4	2 1/4			Hold Beam Shelves	2 3/4	2 1/4		
Hold } No. 3 Average Space { 9 9 3							Water } Upper Deck	9 x 6 1/2	6 1/4			Deck Beam Ditto	2 3/4	2 1/4		
Beams } No. 3 Average Space { 9 9 3							Ways } Lower Deck									
Hold Beams, length amidships	18 7/8			7 1/4	7 1/4	5 1/4	Ditto, faying surface against Timbers	4	4							
Keel	10 13/2			9 9			Upper Deck	2 3/2	2 1/2							
Scarphs of Ditto	5 1/2			4 1/2	5											
Keelsons	13 x 9			10 10												
Scarphs of Ditto	6 1/2			4 1/2	5											

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Heel-Knee, & Deadw'd abaft Scarphs of Keel, N ^o .	Copper or Y.M. in Ship.			Transoms and throats of Hooks	Copper or Y.M. in Ship.			Hold Beam Bolts in	Waterway
	Inches required per Rule	Inches in Ship.	Inches required per Rule		Inches required per Rule	Inches in Ship.	Inches required per Rule		
6	3 1/4	1 1/2	1 1/2	Arms of Hooks	3 1/4	1 1/2	1 1/2		Knees
Keelson Bolts through Keel at each Floor	1 1/2	1 1/2	1 1/2	Thro' Bilge & Limber Strakes	5 1/2	1 1/2	1 1/2		Shelf or Clamp
Bolts thro' Heels of Timbers against Deadwood	3 1/4	1 1/2	1 1/2	Thickstuff over Double Floors	5 1/2	1 1/2	1 1/2		Waterway
				Butt End Bolts	5 1/2	1 1/2	1 1/2		Knees
				Pintles of the Rudder	2 3/4	2	2		Shelf or Clamp
									Nails or Bolts in Flat of Deck
									Treenails

Limbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/4 Inches. The Space between the Top-Timbers is 4 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 1/6 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 well squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is the same

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

The Butts of the Timbers are close together; their thickness not less than 1/3 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 Windlass is English Oak

The Keel is English Oak The Main Keelson is Greenheart 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

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

From the Light Water Mark to the Wales Oak, Greenheart & English Oak

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

The Spiketting and Plank-sheers Oak & English Oak The Water-ways Upper Deck Oak

The Decks Yellow pine Lower Deck Oak

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 Oak, Greenheart & English Oak

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

Fastenings.—To Hold Beams 3 horizontal lines, and 3 pairs of lines

Deck Beams Double lagging flooring, lines, of English Oak, and 3 pairs of lines

Number of Breasthooks 3 English Oak Pointers Crutches

Butt End Bolts are of Yellow Metal in the Bottom two Bolts in each Butt End one through and clenched.

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

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

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

Builder's Signature John Johnson Surveyor's Signature

B1174-264

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.			
N ^o .				Fathoms.	Inches.		N ^o .
1	Fore Sails,	Chain	.....	150	5 1/2	ad test 10 ton 100	2
1	Fore Top Sails,	Hempen Stream Cable	.....	90	5 1/2	Bower, 10 ton 100	2
1	Fore Topmast Stay Sails,	Hawser	.....	90	5 1/2	Well stock 3 1/2 1 1/4	2
1	Main Sails,	Towlines	.....	80	4 1/2		2
1	Main Top Sails,	Warp	.....	90	5 1/2		2
and others a full		All of good 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 April 19th 1864
- 2nd. When the Beams are put in, &c. Mar 10th "
- 3rd. { When completed, and before the
plank be painted or payed } June 15th "

This vessel has a good frame well squared and chocked
the plank is also good, and well wrought, has a substantial
bulson rider of green heart. In Staple Standard & other
riders, and the fastenings generally meet the require-
ments in the Rules Table D and Sec 46. - I am therefore of
opinion she is eligible to Class as recommended below

Plank cut out, and the -

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 3, 12 Years

The Amount of the Fee.....£ 2 : : is received by me,

Special£ 5 : 8 :

Certificate£ : :

Committee's Minute 16th Sept^r 1864

Character assigned A - for 12 years

To have the Figure 1
A & C P



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