

No. 2701 Survey held at Newquay Date 2<sup>nd</sup> March 1864  
 on the Schooner "Maclota" Master Jenkins Evans  
 Tonnage Old Built at Quay Back When built 1844 Launched 23<sup>rd</sup> Jan 1844  
 By whom built 100 J. Thomas Owners Phillips & others  
 Port belonging to Newquay Destined Voyage Coasting  
 Surveyed while Building, Afloat, or in Dry Dock while building

Length aloft	Feet.		Extreme Breadth Outside	Feet.		Depth of Hold	Feet.	
	0	8		20	4		10	2
<b>Scantlings of Timber.</b>								
TIMBER AND SPACE	19	8	18	8	4	10	2	
Floors	8	10	7	7				
1 <sup>st</sup> Foothooks	7 1/2	8	6	7				
2 <sup>nd</sup> Ditto	6 1/2	7 1/2	5 1/2	6				
3 <sup>rd</sup> Ditto	6	6 1/2	4 1/2	5				
Top Timbers	6	6 1/2	4 1/2	5				
Deck Beams, length amidships	18 1/2	10	7 1/2	7 1/2				
Hold Beams, length amidships								
Keel	10	11	8	8				
Scarp of Keel	5	6	4	4				
Keelsons	12	13 1/2	9	9				
Scarp of Keelson	6	6 1/2	4 1/2	6				

Thickness of Plank	INCHES.		Thickness of Plank	INCHES.	
	In Ship.	Required per Rule.		In Ship.	Required per Rule.
Garboard Strakes	3	2	Limber Strakes	3	2 1/2
Garboard to Bilge	3	2	Bilge Planks	3	2 1/2
Bilge Planks	4 1/2	2	Ceiling in Flat	2 1/4	1 1/2
Bilge to Wales	2 1/2	2	Ditto Bilge to Clamp	2	1 1/2
Wales	3 1/2	3	Hold Beam Clamps		
Topsides	2 1/4	2 1/4	Deck Beam Ditto	3	2 1/2
Sheer Strakes	2 1/2	2 1/4	Ceiling 'twixt Decks		
Plank Sheers	2 1/2	2	Hold Beam Shelves		
Water-Ways	6 1/2 x 6	3 1/2	Deck Beam Ditto		
Ditto, faying surface against Timbers	3 1/2	3 1/2			
Upper Deck	2 1/4	2 1/2			
Lower Deck					

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

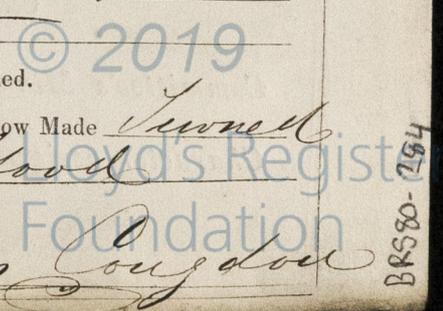
Fastenings	Copper or Y.M. in Ship.		Inches required per Rule	Fastenings	Copper or Y.M. in Ship.		Inches required per Rule
	In Ship.	Required per Rule			In Ship.	Required per Rule	
Heel-Knee, & Deadw'd abaft	3/4	1/2	1 1/2	Transoms and throats of Hooks	3/4	1/2	1 1/2
Scarp of Keel, N°	3/4	1/2	1 1/2	Arms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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 152 Inches. The Space between the Top-Timbers is 32 1/2 Inches.  
 The Floors consist of Cup Oak The First Foothooks of Cup Oak  
 The Second Foothooks of Cup Oak The Third Foothooks and Top Timbers of Cup Oak  
 The Shifts of the First and Second Foothooks are not less than 3 1/2 inches. N. B. When less than prescribed by the Rule, state how many.  
 The rest of the Shifts of the Frame are good  
 The Frame is well squared from the First Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is well squared  
 The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.  
 The Butts of the Timbers are all close together; their thickness not less than 1 1/2 of the entire moulding at that place.  
 The Frame is well chocked with 2 Butt at each end of the chock. The Main piece of Rudder is Cup Oak of Windlass is Cup Oak  
 The Keel is R. R. Elm The Main Keelson is Cup Oak and free from all defects.  
 The Stem, and Stern Post of Cup Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Cup Oak Deadwood, of Cup Oak and are free from all defects.  
 The Deck and Hold Beams of Cup Oak The Breasthooks of Iron The Knees of Cup Oak

**Planking Outside.**—From the Keel to the Height defined in Note to Table A or to the First Foothook Heads the Plank is R. R. Elm  
 From the above named Height to the Light Water Mark Cup Oak  
 From the Light Water Mark to the Wales Cup Oak  
 The Wales and Black-strakes are Cup Oak The Topsides & Sheer-strakes Cup Oak  
 The Spirketting and Plank-sheers Cup Oak The Water-ways { Upper Deck Cup Oak Lower Deck Greenheart  
 The Decks Yellow Pine State of good

The Shifts of the Planking are not less than 5 Feet 0 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 between, and without step-buttling  
**Planking Inside.**—The Limber-strakes and Bilge-strakes are Cup Oak  
 The Ceiling, Lower Hold, and between Decks Cup Oak Shelf Pieces and Clamps Cup Oak  
**Fastenings.**—To Hold Beams

Deck Beams Double lodging pieces of Cup Oak in each Beam space  
 Number of Breasthooks 4 Pointers one Crutches one  
 Butts End Bolts are of Iron in the Bottom, and two Bolts in each Butt End through and clenched.  
 Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Cup Oak How Made Turned  
 Thickstuff over Double Floors Iron bolted through and clenched. General Quality of Workmanship Good  
 We certify that the above is a correct description of the several particulars therein given  
 Master's Signature \_\_\_\_\_ Surveyor's Signature Thomas Longdon



BR580-754

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .			Fathoms. Inches.	N <sup>o</sup> .	Weight.
<u>one</u>	Fore Sails,	Chain .....	100 15	Bower, .....	2 7.0.10
<u>one</u>	Fore Top Sails,	Hempen Stream Cable .....	85 6		7.0.0
<u>of</u>	Fore Topmast Stay Sails,	Hawser .....	90 5	Stream, .....	1 3.2.0
<u>Sails</u>	Main Sails,	Towlines .....	90 3 1/2		
	Main Top Sails,	Warp .....		Kedge, .....	2 1.2.0
	and <u>spare sails</u>	All of <u>good</u> quality.			0.3.0

Her Standing and Running Rigging Stump sufficient in size and good in quality.

She has one Long Boat and

The present state of the Windlass and Wheel Capstan and Rudder good Pumps two metal

**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 18 February 1863

2nd. When the Beams are put in, &c. 19 June 1863

3rd. { When completed, and before the plank be painted or payed } 2 March 1864 & other occasions.

*The scantling and sizes throughout are fully equal to the Rules.*

*Testing Certificates produced for Chain Cables tested to 15 tons and Bower Anchors to 10 tons.*

*The "Maclota" is a strong little vessel and I am of opinion she may be classed 12 A.*

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

If Sheathed, Doubled, Felted, or Coppered single bottom When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 12 A

The Amount of the Fee.....£ 1 : : is received by me,  
 Special fee.....£ 2 : 2 at each of the two Suppl<sup>y</sup> surveys  
 and quarterly quarters ending  
 March & June 1863. *Thomas Cougdon*

Committee's Minute 7/16/18<sup>th</sup> March 1864

Character assigned A 1 for 12 Years

x Capt Evans. Schorn & Maclota. Penryn. Candymine

