

No. 2723 Survey held at Cardigan Date 30 March Rev 4/1/64 2723  
18 64  
 on the Smack James Master David Davies  
 Tonnage Old New 34 54 Built at Cardigan When built 1864 Launched 9 March 1864  
 By whom built John Williams Owners David Davies Jones  
 Port belonging to Cardigan Destined Voyage Coasting  
 Surveyed while Building, Afloat, or in Dry Dock while building

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	5	3	10	6		16	6	7	4					
<b>Scantlings of Timber.</b>														
TIMBER AND SPACE	18	8	18	7	18	7	18	7	18	7	18	7	18	7
Floors	7	8	7	7	7	7	7	7	7	7	7	7	7	7
1st Foothooks	16	7	16	6	16	6	16	6	16	6	16	6	16	6
2nd Ditto	5 1/2	6	5 1/2	6	5 1/2	6	5 1/2	6	5 1/2	6	5 1/2	6	5 1/2	6
3rd Ditto	5 1/2	6	5 1/2	6	5 1/2	6	5 1/2	6	5 1/2	6	5 1/2	6	5 1/2	6
Top Timbers	5 1/2	4 1/2	4	5 1/2	5 1/2	4 1/2	4	5 1/2	5 1/2	4 1/2	4	5 1/2	5 1/2	4 1/2
Deck Beams, length amidships	10 1/2	6	10 1/2	6	10 1/2	6	10 1/2	6	10 1/2	6	10 1/2	6	10 1/2	6
Hold Beams, length amidships	10 1/2	6	10 1/2	6	10 1/2	6	10 1/2	6	10 1/2	6	10 1/2	6	10 1/2	6
Keel	8	10	8	9	8	9	8	9	8	9	8	9	8	9
Keelsons	8 3/4	10 1/2	8 3/4	9	8 3/4	9	8 3/4	9	8 3/4	9	8 3/4	9	8 3/4	9

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

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

Part	Copper or Y.M. in Ship.		Inches required per Rule	Part	Copper or Y.M. in Ship.		Inches required per Rule
	In Ship.	Required per Rule			In Ship.	Required per Rule	
Heel-Knee, & Dead'w'd abaft	2	2	8	Transoms and throats of Hooks	3	3	3
Scarphs of Keel, N°	2	2	8	Arms of Hooks	2 1/2	2 1/2	16
Keelson Bolts through Keel at each Floor	3	3	6	Thro' Bilge & Limber Strakes	1 1/2	1 1/2	20
Bolts thro' Heels of Timbers against Deadwood	1 1/2	1 1/2	8	Thickstuff over Double Floors	1 1/2	1 1/2	20
	1 1/2	1 1/2	8	Butt End Bolts	2	2	18
	1 1/2	1 1/2	8	Pintles of the Rudder	1 1/2	1 1/2	18

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 10 1/2 Inches. The Space between the Top-Timbers is 2 1/2 Inches.  
 The Floors consist of Eng Oak The First Foothooks of Eng Oak  
 The Second Foothooks of Eng Oak The Third Foothooks and Top Timbers of Eng Oak  
 The Shifts of the First and Second Foothooks are not less than 3 feet 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 squared  
 The all 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 the of the entire moulding at that place.  
 The Frame is — chocked with — Butt at each end of the chock. The Main piece of Rudder is Eng Oak of Windlass is Eng Oak  
 The Keel is 2. P. Elm The Main Keelson is Eng Oak and — free from all defects.  
 The Stem, and Stern Post of Eng Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Eng Oak Deadwood, of Eng Oak and are — free from all defects.  
 The Deck and Hold Beams of Eng Oak The Breasthooks of Eng Oak The Knees of Eng Oak

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is 2. P. Elm  
 or to the First Foothook Heads }  
 From the above named Height to the Light Water Mark Eng Oak  
 From the Light Water Mark to the Wales Eng Oak  
 The Wales and Black-strakes are Eng Oak The Topsides & Sheer-strakes Eng Oak  
 The Spirketting and Plank-sheers Eng Oak The Water-ways { Upper Deck Eng Oak  
 Lower Deck Eng Oak  
 The Decks Yellow Pine State of good  
 The Shifts of the Planking are not less than 4 1/2 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 red leather 3 between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Eng Oak  
 The Ceiling, Lower Hold, and between Decks Eng Oak Shelf Pieces and Clamps Eng Oak  
**Fastenings.**—To Hold Beams

is double bolging Rules of Eng Oak to each Beam

Number of Breasthooks two Pointers — Crutches —  
 End Bolts are of Iron in the Bottom: two Bolts in each Butt End one through and clenched.  
 Limber and Limber Strakes Iron bolted through and clenched. Treenails of Eng Oak How Made Turned  
 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  
 Owner's Signature — Surveyor's Signature Thomas Congdon  
 BR580-293

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> .	Weights
<u>one</u>	Fore Sails,	<u>120</u>	<u>4 1/2</u>	Bower, <u>2</u>	<u>2-3-0</u> <u>2-1-14</u>
	Fore Top Sails,	<u>75</u>	<u>5 1/2</u>		
<u>one</u>	Fore Topmast Stay Sails,	<u>75</u>	<u>4 1/2</u>	Stream, <u>1</u>	<u>1-6-0</u>
	Main Sails,				
<u>four</u>	Main Top Sails,			Kedge, <u>1</u>	<u>3-0</u>
	and <u>four</u> sails				
	All of <u>good</u> quality.				

Her Standing and Running Rigging 4 ship sufficient in size and good in quality.

She has one Long Boat and

The present state of the Windlass is Winch Capstan and Rudder good Pumps in

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 Completed and passed by the late Capt James. No record of

2nd. When the Beams are put in, &c. 25 March 1863

3rd. { When completed, and before the plank be painted or payed } 24 Sept. 1863 and other occasions

The scantlings and sizes of this little vessel are in excess of the Rules, and the materials in quality equal to the 10 A grade.

The ground tackle not being completed I would recommend he be classed 10 A.

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

If Sheathed, Doubled, Felted, or Coppered Single bottom. When last done

I am of opinion this Vessel should be Classed 10 A.

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

Jan 11/1 Special .....£ 1 : 10 : } remitted quarter ending  
Certificate .....£ : 2 : 6 } March 1864

travelling expenses 1/10 of the 5th July 1864  
Committee's Minute

Character assigned 10 A - for 10 years

x Mr Williams Ship Builder Cardiff

100-1110

11-10-1864  
The Registrar of Shipping

