

No. 2723 Survey held at Cardigan Date 30 March 1864
on the smack James Master David Davies
Tonnage Old Built at Cardigan When built 1864 Launched 9th May 1864
By whom built John Williams Owners David Davies & others
Port belonging to Cardigan Destined Voyage coasting
Surveyed while Building, Afloat, or in Dry Dock while building

Length aloft	53	Feet.	6	Inches.	Extreme Breadth Outside	16	Feet.	6	Inches.	Depth of Hold	7	Feet.	4	Inches.
Scantlings of Timber.					Thickness of Plank.									
TIMBER AND SPACE					Outside.					Inside.				
Floors	18	8	7	6	Garboard Strakes	2	2	2	2	Limber Strakes	2 1/2	2 1/2	2 1/2	2 1/2
1st Foothooks	16	7	6	5 1/2	Garboard to Bilge	2	2	2	2	Bilge Planks	2 1/2	2 1/2	2 1/2	2 1/2
2nd Ditto	5 1/2	6	5 1/2	5 1/2	Bilge Planks	2 1/2	2 1/2	2 1/2	2 1/2	Ceiling in Flat	1 1/2	1 1/2	1 1/2	1 1/2
3rd Ditto	5 1/2	4 1/2	4	5 1/2	Bilge to Wales	2	2	2	2	Ditto Bilge to Clamp	1 1/2	1 1/2	1 1/2	1 1/2
Top Timbers	5 1/2	4 1/2	4	5 1/2	Wales	3	3	3	3	Hold Beam Clamps	2 1/4	2 1/4	2 1/4	2 1/4
Deck Beams	10 1/2	6	6	6	Topsides	2 1/2	2 1/2	2 1/2	2 1/2	Deck Beam Ditto	2 1/4	2 1/4	2 1/4	2 1/4
Deck Beams, length amidships	10 1/2	6	6	6	Sheer Strakes	2 1/4	2 1/4	2 1/4	2 1/4	Ceiling 'twixt Decks	—	—	—	—
Hold Beams	10 1/2	6	6	6	Plank Sheers	2	2	2	2	Hold Beam Shelves	—	—	—	—
Hold Beams, length amidships	10 1/2	6	6	6	Water Upper Deck	3	3	3	3	Deck Beam Ditto	—	—	—	—
Keel	8	10	8	8	Ways Lower Deck	3	3	3	3					
Scarp of Ditto	8 1/2	10 1/2	9	9	Ditto, faying surface against Timbers	1	1	1	1					
Keelsons	8 1/4	13 1/2	9	9	Upper Deck	2 1/4	2 1/4	2 1/4	2 1/4					
Scarp of Ditto	8 1/4	13 1/2	9	9										

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.									
Heel-Knee, & Deadw'd abaft	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Transoms and throats of Hooks	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Hold Beam Bolts in	Waterway ..
Scarp of Keel, N°	2	2	2	Arms of Hooks	2 1/2	2 1/2	2 1/2		Knees
Keelson Bolts through Keel at each Floor	3	3	3	Thro' Bilge & Limber Strakes	2 1/2	2 1/2	2 1/2	Deck Beam Bolts in	Waterway ..
Bolts thro' Heels of Timbers against Deadwood	1 1/2	1 1/2	1 1/2	Thickstuff over Double Floors	2 1/2	2 1/2	2 1/2		Knees
	1 1/2	1 1/2	1 1/2	Butt End Bolts	2 1/2	2 1/2	2 1/2		Shelf or Clamp
	1 1/2	1 1/2	1 1/2	Pintles of the Rudder	2 1/2	2 1/2	2 1/2	Nails or Bolts in Flat of Deck	5 3/4
	1 1/2	1 1/2	1 1/2					Treenails	28 1/2
	1 1/2	1 1/2	1 1/2						1

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 16 1/2 Inches. The Space between the Top-Timbers is 26 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 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-buttting.
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

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.
Bilge 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
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 ^o .			Fathoms. Inches.	N ^o .	Weight.
<u>one</u>	Fore Sails,	Chain	<u>120</u> <u>16</u>	<u>2</u>	<u>2-3-0</u>
<u>one</u>	Fore Top Sails,	Hempen Stream Cable	<u>75</u> <u>5 1/2</u>	<u>1</u>	<u>1-1-0</u>
<u>one</u>	Fore Topmast Stay Sails,	Hawser	<u>75</u> <u>4 1/2</u>	<u>1</u>	<u>1-3-0</u>
<u>one</u>	Main Sails,	Towlines			
	Main Top Sails,	Warp			
and <u>four</u> sails		All of <u>good</u> quality.			

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

She has one Long Boat and

The present state of the Windlass 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>Completed and passed by the late Capt James. No record of</u>
2nd.	When the Beams are put in, &c.	<u>25 March 1863</u>
3rd.	{ When completed, and before the plank be painted or payed }	<u>24 Sept. 1863 and other occasions</u>

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 her to be classed 10 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 10 A.

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

Jan 1864 Special£ 1 : 10 : { remitted quarter ending

Certificate£ : 2 : 6 March 1864

Travelling expenses 1/10 5th July 1864

Committee's Minute

Character assigned 10 A - for 10 years

Wm Williams Ship Builder Cardiff



Lloyd's Register Foundation