

No. 3014 Survey held at Chepatoe Date 15<sup>th</sup> September 1868  
 on the Schooner W. Y. C. Master George Fryer  
 Tonnage under tonnage deck 110 61/100 Built at Chepatoe When built 1868 Launched 11 January 1868  
 Ditto of poop or spar deck — By whom built Fryer Owners George Fryer  
 Total tonnage 110 61/100 Port belonging to Chepatoe Destined Voyage not known  
 Surveyed while Building, Afloat, or in Dry Dock while building

Length as per section 39 ..	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold .....	Feet.		Inches.		Number of Decks
	IN SHIP.	REQUIRED PER RULE.	Moulded.	Moulded.		Sided.	Moulded.	Moulded.	Sided.		Moulded.	Moulded.	Sided.	Moulded.	
Length of Keel .....	80	80	6	6	20	20	3 1/2	3 1/2	10	10	8 1/2	8 1/2	8 1/2	8 1/2	one

Scantlings of Timber.	Sided.	IN SHIP.		REQUIRED PER RULE.		INCHES.	In Ship.	Required per Rule.
		Moulded.	Moulded.	Moulded.	Moulded.			
TIMBER AND SPACE .....	20	19	19	19	19	2 1/2	2 1/2	2 1/2
Floors .....	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	3 1/2	3 1/2	3 1/2
1 <sup>st</sup> Foothooks .....	7	7	7	7	7	2 1/2	2 1/2	2 1/2
2 <sup>nd</sup> Ditto .....	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	2 1/2	2 1/2	2 1/2
3 <sup>rd</sup> Ditto .....	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	2 1/2	2 1/2	2 1/2
Top Timbers .....	6	6	6	6	6	2 1/2	2 1/2	2 1/2
Deck } N <sup>o</sup> <u>17</u> Average } <u>4 feet</u>	8	8	8	8	8	2 1/2	2 1/2	2 1/2
Beams } Space }	19 feet	19 feet	19 feet	19 feet	19 feet	2 1/2	2 1/2	2 1/2
Deck Beams, length amidships .....	19 feet	19 feet	19 feet	19 feet	19 feet	2 1/2	2 1/2	2 1/2
Hold } N <sup>o</sup> Average }	—	—	—	—	—	—	—	—
Beams } Space }	—	—	—	—	—	—	—	—
Hold Beams, length amidships .....	—	—	—	—	—	—	—	—
Keel .....	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	1 1/2	1 1/2	1 1/2
Scarpns of Ditto .....	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	1 1/2	1 1/2	1 1/2
Keelsons .....	11	11	11	11	11	1 1/2	1 1/2	1 1/2
Scarpns of Ditto .....	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	1 1/2	1 1/2	1 1/2

Dimensions of Ship per Register, length 85 breadth 20.3 depth 11.1

Inside Plank.	INCHES.	
	In Ship.	Required per Rule.
Limber Strakes ...	3	3
Bilge Planks 3.5k ...	4	4
Ceiling in Flat ....	2 1/2	2 1/2
Ditto Bilge to Clamp	2 1/2	2 1/2
Hold Beam Clamps ..	—	—
Deck Beam Ditto ..	16 x 3	16 x 3
Ceiling 'twixt Decks	—	—
Hold Beam Shelves ..	—	—
Deck Beam <u>plunger</u> Ditto ..	8 x 4	8 x 4

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

Part	Copper or Y.M. in Ship.		Iron in Ship.		Inches required per Rule
	Inches	per Rule	Inches	per Rule	
Heel-Knee, & Deadw'd abaft	1	1 1/2	2	2	1 1/2
Scarpns of Keel, N <sup>o</sup> <u>6</u>	8	8	8	8	8
Keelson Bolts through Keel at each Floor .....	1	1 1/2	1	1	1 1/2
Bolts thro' Heels of Timbers against Deadwood .....	3/4	1 1/2	3/4	3/4	1 1/2
Transoms and throats of Hooks	1	1 1/2	1	1	1 1/2
Arms of Hooks .....	2	2	2	2	2
Thro' Bilge & Limber Strakes	5	5	5	5	5
Thickstuff over Double Floors	3/4	3/4	3/4	3/4	3/4
Butt End Bolts .....	5	5	5	5	5
Short Bolts in Ceiling .....	3/2	3/2	3/2	3/2	3/2
Pintles of the Rudder .....	2	2	2	2	2

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 25 3/4 Inches. The Space between the Top-Timbers is 35 3/4 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 1/4 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 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 3 of the entire moulding at that place.  
 The Frame is well 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 Elm The Main Keelsons Eng Oak & Greenheart and are 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 quite free from all defects.  
 The Deck and Hold Beams of Eng Oak The Breasthooks of Iron The Knees of Eng Oak & Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is Eng 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 & Greenheart The Topsides & Sheer-strakes Eng Oak & Greenheart  
 The Spirketting and Plank-sheers Eng Oak The Water-ways { Upper Deck Eng Oak & Greenheart  
 Lower Deck —  
 The Decks W. 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 between, and without step-butting. }  
 at Bilge both sides, and forward aft in Wales at side }

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Eng Oak  
 The Ceiling, Lower Hold, and between Decks Eng Oak & Greenheart Shelf Pieces and Clamps Eng Oak & Greenheart  
**Fastenings.**—To Hold Beams —  
 Deck Beams Double lodging pieces of Eng Oak in each space; and 6 pairs of strong hanging pieces extending down over Bilges.  
 Number of Breasthooks 3 Pointers — Crutches 2  
 Butt 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 Ironed  
 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 Could not be obtained on last visit. Surveyor's Signature Thomas Congdon  
 Lloyd's Register Foundation  
 B2581-0014

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

She has SAILS.		CABLES, &c.		Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
<i>one</i>	Fore Sails,	Chain .....	180	15	$\frac{3}{16}$	15 $\frac{3}{4}$	$\frac{13}{16}$	11 $\frac{9}{10}$	Bowers .....	2	6.0 2	8.5 1	4 1/2	6 $\frac{4}{10}$
	Fore Top Sails,										5.1 0	4.0 0	"	"
<i>one</i>	Fore Topmast Stay Sails,	Hempen Stream Cable	90	6 1/2										
	Main Sails,	Hawser .....	90	5					Stream .....	1	2.2 0		1 $\frac{3}{4}$	
<i>one</i>	Main Top Sails,	Towlines .....												
	and	Warp .....							Kedges .....	1	1.2 0		1	
		All of <u>good</u> quality.												

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

She has one Long Boat and one other good Boat

The present state of the Windlass is Good Capstan Witch, Rudder and Pumps Goods

Order for Special Survey,  
No. 93 Date 20 July 1866  
Order for Ordinary Survey,  
No. \_\_\_\_\_ Date \_\_\_\_\_

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

- 1st. When the Frame is completed Specially
- 2nd. When the Beams are put in, &c. Surveyed
- 3rd. { When completed, and before the plank be painted or payed } while building

**General Remarks**

The scantlings and sizes in this vessel are fully equal to the Rules. The Material of the 12 yrs grade, but the workmanship in planing and fastenings, not equal thereto, and of which the Builder had proper notice.

The sheathing is simply compensated for by the true Ribs. Testing Certificates produced for Anchors and Chains and signed by Mr Reade, excepting the certificate for the smaller Anchor, signed by Mr Taylor.

The "W. Y. E." is strong, but for workmanship not eligible for more than 10 yrs. 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 1

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

Special ..... £ 5 : : 11

X Certificate ..... £ : :

Travelling expense 5/30  
Committee's Minute 29<sup>th</sup> Sept 68

Character assigned 1 for 10 years

*Thomas Congdon*

*Mr Taylor Ship Builder Choptaw*

