

No. 3681 Survey held at Bridgewater Date, first Survey 27 July Last Survey 24 2/11/77
on the Schooner, "Mice Bannister," Master James Bannister 3681

Tonnage under Tonnage Deck
Ditto of Spar Deck, or Awning Deck
Ditto of Poop, or Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage 113 2/100
Crew Space, as per Rule
Register Tonnage, out on Beam
Engine Room
Register Tonnage, as a Steamer, }
out on the Beam

Built at Bridgewater When built 1877 Launched 28 January
By whom built John Gough Owners Hugh Bannister & Barrow in Furness
Port belonging to Barrow in Furness Destined Voyage Coasting
~~If Surveyed while Building, Afloat, or in Dry Dock~~ at Bridgewater

Length as per section 39.... Feet. Inches. 88 0
Length of Keel 88 0
Extreme Breadth Outside IN SHIP. Moulded. Sided. Middle. Ends. 22 2
Depth of Hold 10 1
Number of Decks one
(Depth from limber-strakes to under side of lower deck beam)

Scantlings of Timber.

TIMBER AND SPACE	Feet.	Inches.	Feet.	Inches.
Floors	8	9 1/2	19	inches
1 st Foothooks	7	7 1/2	7 1/2	7 1/2
2 nd Ditto	7	6 1/2	6 1/2	6 1/2
3 rd Ditto	6 1/2	6	6	6
Top Timbers	6	5 1/2	4 1/2	6
Deck } N ^o 18 Average Space }	3	6, 8, 7 1/2, 8	6 1/2	7 1/2
Beams }				
Deck Beams, length amidships	20			
Hold } N ^o Average Space }				
Beams }				
Hold Beams, length amidships				
Keel	9	13	9	13
Scarphs of Ditto	6	feet	4	9
Keelsons	12	13	10	10
Scarphs of Ditto	6	feet	4	5

Outside Plank.

	In Ship.	Required per Rule.
Garboard Strakes...	3	2 1/4
Garboard to Bilge ..	3	2 1/4
Bilge Planks	4	3 3/4
Bilge to Wales	3	2 1/4
Wales	4	3 1/2
Topsides	4	2 1/2
Sheer Strakes	4	2 1/2
Plank Sheers	3	2 1/4
Water } Upper Deck	4 by 8 1/2	4 1/2
Ways } Lower Deck		
Ditto, faying surface against Timbers ...	3 1/2	2 1/2
Upper Deck	2 1/4	2 1/2

Dimensions of Ship per Register,
length 88 breadth 22.2 depth 10.1

Inside Plank.

	In Ship.	Required per Rule.
Limber Strakes	3 1/2	3
Bilge Planks	4	3 3/4
Ceiling in Flat	2 1/2	1 3/4
Ditto Bilge to Clamp	2 1/4	1 3/4
Hold Beam Clamps..		
Deck Beam Ditto ..	3 1/2	2 1/2
Ceiling 'twixt Decks	2 1/4	1 3/4
Hold Beam Shelves ..		
Deck Beam Ditto....	4 by 10	2 Strakes

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

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft		1	1 1/2	Transoms and throats of Hooks		1 1/8	1 1/8
Scarphs of Keel, N ^o 6	3/4		1 1/2	Arms of Hooks		3/4	1 1/2
Keelson Bolts through Keel		7/8	1 1/2	Thro' Bilge and Limber Strakes		3/4	1 1/2
at each Floor				Thickstuff over Double Floors ..		3/4	1 1/2
Bolts thro' Heels of Timbers		5/8	1 1/2	Butt End Bolts		5/8	1 1/2
against Deadwood				Short Bolts in Ceiling		5/8	1 1/2
Frame Bolts		5/8	1 1/2	Pintles of the Rudder		2 1/2	2 1/4
				Hold Beam } Waterway ..			
				Bolts in } Knees			
				Shelf or Clamp			
				Deck Beam } Waterway ..		3/4	1 1/2
				Bolts in } Knees		3/4	1 1/2
				Shelf or Clamp		5/8	1 1/2
				Nails or Bolts in Flat of Deck		5 1/2	Galo
				Treenails Inches			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 4 1/2 Inches. The Space between the Top-Timbers is 5 1/2 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 Main Keelson is Pitch pine and free from all defects. The Shifts of the First and Second Foothooks are not less than 1/4 thickness of ship.

The Transoms, Knightheads, Hawse Timbers, & Aprons of E Oak ditto. N.B. When less than prescribed by the Rule, state how many.

Deadwood, of English Oak and ditto. The rest of the Shifts of the Frame are all very good

The Stem, and Stern Post of English Oak ditto. The Frame is well squared from First Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is square

The Deck and Hold Beams of English Oak The whole of the Frames are bolted together to the Gunwale. N.B. If not, state how bolted

The Breasthooks of 2 E Oak and 2 Iron The Butts of the Timbers are quite close together; their thickness not less than 1 1/2 of the entire moulding at that place.

The Knees of E Oak & Iron The Keel of English Elm The Frame is L chocked with id Butt at each end of the chock.

The Main piece of Rudder of E Oak of Windlass of E Oak **Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is English Elm & Beech
or to the First Foothook Heads

From the above named Height to the Light Water Mark Pitch pine
From the Light Water Mark to the Wales Pitch pine

The Wales and Black-strakes English Oak The Topsides & Sheer-strakes English Oak

The Spiketting and Plank-sheers English Oak The Water-ways { Upper Deck Pitch pine & Oak at ends of ship
Lower Deck

The Decks Red pine State of new 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 Three between, and without step-butting. **Planking Inside.**—The Limber-strakes and Bilge-strakes are English Oak

The Ceiling (Lower Hold) and between Decks Pitch pine Shelf Pieces and Clamps English Oak

Fastenings.—To Hold Beams

Deck Beams all fastened with Iron Lodging Nails in all spaces, except mast rooms and forward and aft. English Oak and six pair of Iron Riders, running down over the floors, with two bolts in the floors

Number of Breasthooks Four Pointers 2 Transoms & 2 Crutches one Iron
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 English Oak How Made Turned
Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship superior

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

Builder's Signature John Gough Surveyor's Signature Henry Toller

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

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Wt. req'd per Rule.	Test req'd per Rule.
1	Gaff Topsail	Chain	158 1/2	15 1/8	10 1/2 Tons			Bowers	1	6.0.24	8 1/2 Tons		
	Fore Sails,	Chain	3 links of each	15 1/8	21 Tons			(State Machine where Tested, and name of Superintendent).	5th	1.1.25			
	Fore Top Sails,	Hempen Stream	30	5 1/8	4.12.2			Stream	1	5.2.1	7.17.0		
	Fore Topmast Stay Sails,	Cable							5th	1.1.20			
	Main Sails,	Hawser	75	6	Manilla								
	Main Top Sails,	Towlines	75	8	do								
	and 2 Sibs	Warp	75	5	do								
		All of best quality						Kedges	1	1 Cut new			

Her Standing and Running Rigging Hemp sufficient in size and best in quality. She has 16 Long Boat and C. 7

The present state of the Windlass is E Oak Capstan Grinch, new, and Rudder New. E. O. Pumps 2 Iron. "5 Cyls"

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Swing leaves in Wash Shakes, also lead scuppers in Waterways

Cargo Hatchways.—How formed?

Square

State size Fore and after Hatchways 4.6 Sqr

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

no shifting beams.

half beams well knec

Hatches, themselves, whether strong and efficient?

Very strong

Main Hatchways.—State size 9 feet by 7 feet

Order for Special Survey,

No. Aug. 14 - 1876

DATES of Surveys

held while building,

as per Section 35.

- 1st. When the Frame is completed 5th 12 Aug. and 27th Sept. 1876
2nd. When the Beams are put in, &c. 5 Oct. and 1st Nov.
3rd. {When completed, and before the plank be painted or payed} 29 Nov. and 22 January 1877

Order for Ordinary Survey,

No. Aug. 14 - 1876

General Remarks.

and surveyed at various other times while Building, and fitting out, at Bridgewater.

This Schooner has been built under Special Survey, with mixed wood materials of the 9th, and 12 years Grade, as per Table A, and well fastened with treenails, and iron bolts, and strongly fastened with iron knees, and iron rider kneed, and the planking of extra thickness. The caulking has been examined by having pieces cut out of the planks at various places, and found good.

The Sketch of Midship Section, and Letter relative thereto are returned with this report, and the requirements, named therein, have been fully carried out.

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled When last done

I am of opinion this Vessel should be Classed 10 A. 1.

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

Travelling Expenses, Special.....£ 5 : 14 : :

(if any) £ 4 : 4 : 0 Certificate..... 2 : 6 : :

Committee's Minute 27th February 1877

Character assigned A 1 for 10 yrs

Henry Follett
The vessel has been
found to be in good
condition and approved
for service as a
10 A. 1 as recommended
by the Committee
27th Feb 1877

