

WOOD SHIP.

(Rawle's No. 10)

3222

THURSDAY 17 OCT 1889

1889

Survey held at Padstow Date, first Survey Dec 20 1882 Last Survey 4 October
 of Woolf Schooner Mildred Master W. Knowlton
 AGE under Tonnage Deck 206.43 Built at Padstow When built 1882 Launched 13 August
 of Spar Deck, or Awning Deck 53 By whom built Chas Rawle Owners H. C. Phillips
 of Popp, or Raised Gr. Dk. 53 Port belonging to Padstow Destined Voyage Cardiff
 of Houses on Deck 53 If Surveyed while Building, Afloat, or in Dry Dock Surveyed while Building
 of Forecastle 53
 Tonnage 206.96
 Space, as per Rule 17.51
 for Tonnage, out on Beam 189.45
 Room 53
 for Tonnage, as a Steamer, 53
 on the Beam 53

Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Extreme Breadth Outside ..	24	6	12	Depth of Hold	12	12	Number of Decks <u>one</u>
IN SHIP. Moulded.		REQUIRED PER RULE. Moulded.					
Sided.	Middle.	Ends.	Sided.	Middle.	Ends.		
Timberings of Timber.							
AND SPACE	21	20	10	7			
Foothooks	9	11	9	8	10	7	
to	7 1/2	7 1/2	7 1/2	6 1/2	7 1/2	6 1/2	
to	7 1/2	7 1/2	7 1/2	6 1/2	7 1/2	6 1/2	
Timbers	7 1/2	7 1/2	5	6	6 1/2	4 1/2	
N ^o 20 Average Space } 3.10	9 1/2	10	7 1/2	8 1/2	8 1/2	7	
Beams, length amidships ..							
N ^o Average Space }							
Beams, length amidships ..	10	12	10	12			
as of Ditto .. 5 feet	13	13	11	11			
ons	15	16	10	10			
as of Ditto .. 5 feet							

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		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
1-Knee, & Deadw'd abaft	-	1/8	1	Transoms and throats of Hooks	7/8	7/8		Hold Beam {	Waterway ..		
2-Planks of Keel, No. 7	3/4	-	3/4	Arms of Hooks.....	3/4	3/4		Bolts in {	Knees	3/4	3/4
3-Son Bolts through Keel	3/4	1	7/8	Thro' Bilge and Limber Strakes	3/4	5/8			Shelf or Clamp		
4-Each Floor	3/4	1	7/8	Thickstuff over Double Floors ..	-	-		Deck Beam {	Waterway ..		
5-Planks thro' Heels of Timbers	3/4	3/4	1 1/2	Butt End Bolts.....	5/8	3/4	5/8	Bolts in {	Knees	3/4	3/4
6-Against Deadwood	3/4	5/8	-	Short Bolts in Ceiling	-	5/8	1/2		Shelf or Clamp		
7-Plank Bolts.....	3/4	5/8	-	Pintles of the Rudder	-	-	2	Nails or Bolts in Flat of Deck			
								Treenails	Inches 1/8 1/4		1/8

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
El-Knee, & Deadw'd abaft	1/8	1	Transoms and throats of Hooks	7/8	7/8
Arms of Hooks	3/4	3/4	Arms of Hooks	3/4	3/4
elson Bolts through Keel	1	7/8	Thro' Bilge and Limber Strakes	3/4	5/8
at each Floor	3/4	11/16	Thickstuff over Double Floors ..	5/8	3/4
ts thro' Heels of Timbers	3/4	5/8	Butt End Bolts	5/8	1/2
gainst Deadwood	5/8		Short Bolts in Ceiling		
me Bolts			Pintles of the Rudder		

Waterway .. 3/4 3/4 3/4
 Bolts in { Knees Pine 3/4 3/4 3/4
 Shelf or Clamp
 Deck Beam { Waterway .. 3/4 3/4 3/4
 Bolts in { Knees 3/4 3/4 3/4
 Shelf or Clamp
 Nails or Bolts in Flat of Deck
 Treenails Inches 1 1/4 1 1/4 1 1/4

Numbering.—The Space between the Floor Timbers and Lower Foothooks is 3 to 4 Inches. The Space between the Top-Timbers is 4 to 6 Inches.
 Floors consist of English Oak The First Foothooks of English Oak
 Second Foothooks of English The Third Foothooks and Top Timbers of English Oak
 Main Keelson is Pitch Pine and free from all defects. The Shifts of the First and Second Foothooks are not less than 4 feet
 Rider Keelson is Pitch Pine N.B. When less than prescribed by the Rule, state how many.
 Transoms, Knightheads, Hawse Timbers, & Aprons of English Oak ditto. The rest of the Shifts of the Frame are Sufficient
 dwood, of English Oak and Ditto ditto. The Frame is well squared from First Foothook Heads upwards,
 Stem, and Stern Post of English Oak ditto. and — free from sap, and from thence downwards, the frame is good
 Deck and Hold Beams of English Oak & Pitch Pine The Frames are all bolted together to the Gunwale.
 asthooks of Iron & English Oak Knees of English Oak N.B. If not, state how bolted
 Main piece of Rudder of Eng Oak Windlass of English Oak The Butts of the Timbers are all close together; their thickness not
 e Keel of American Elm less than 3 rd of the entire moulding at that place.
 The Frame is Cross chocked with a Butt at each end of the chock.

Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is Pitch Pine
 in the above named height to the Wales Pitch Pine
 Wales and Black-strakes Pitch Pine The Topsides & Sheer-strakes Pitch Pine
 Spirketting and Plank-sheers Pitch Pine The Water-ways { Upper Deck Pitch Pine
 Lower Deck Pitch Pine
 Decks Pine State of Good
 Shifts of the Planking are not less than 5 Feet 3 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 to 5 between, and without step-butting.
 Planking Inside.—The Limber-strakes and Bilge-strakes are Pitch Pine
 Ceiling, Lower Hold, and between Decks Pitch Pine Shelf Pieces and Clamps Pitch Pine
 Fastenings.—To Hold Beams Iron staple Knees for midship for 1/2 length
and wood knees forward & aft of the length.

Double Lacing Knees in each space, and 8 pairs
 Iron hanging knee riders.
 Number of Breasthooks Three Pointers Two Crutches —
 at End Bolts are of Yellow Metal in the Bottom 2 Bolts in each Butt End 1 through and clenched.
 Limber Strakes Iron bolted through and clenched. Treenails of English Oak How Made Muted
 Thickstuff over Double Floors nil 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.
 Surveyor's Signature Chas Rawle Surveyor to Lloyd's Register of British and Foreign Shipping.
 Builder's Signature Chas Rawle

FA1135-0055

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested & Suprntd.
81	Fore Sails,	Chain 17507	90	1 1/16	20.6730.8	165 1/16	Slays	Bower Anch'rs	24332	9.0.26	11.6.3.24	8 1/4	Slays
	Fore Top Sails,	Iron Str in Chain	75	1 1/16	20.6730.8		Slays		24331	7.3.6	10.0.1.7	8 1/4	Proving
	Fore Topmast Stay Sails,	Ditto do.	43	3/8	4.12.279 1/4	45 x 19	Reherton		24330	8.2.17	10.17.2	9 1/2	House
	Main Sails,	Hmpn Strm Cbl.					D. J. Lewis	Stream	24329	2.5.7	5.7.2.0	2 1/2	D. J. Lewis
	Main Top Sails,	Hawser	63	7				Kedge		1.2.25		1 1/4	
	and	Towlines	50	10		75 x 7		Ditto					
		Warp	58	4 3/4		90 x 4							
		quality	78	3 1/2									

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

Her Standing and Running Rigging is sufficient in size and Good in quality. She has Leve Long Boat and

The present state of the Windlass is Good Capstan — and Rudder Good Pumps Good

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?
Wash ports & scuppers on each side

Cargo Hatchways.—How formed? Wood framing State size

If of extraordinary size, state how framed and secured? —

What arrangement for shifting beams? One wood fore rafter

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size

Order for Special Survey, No. <u>91</u>	DATES of Surveys	1st. When the Frame is completed	<u>1882, Dec^r 20; to 29th June 1883.</u>
Date <u>19th Oct^r 1882</u>	held while build-	2nd. When the Beams are put in, &c.	<u>1884, Sept^r 19; to Dec^r 7th 1885.</u>
Order for Ordinary Survey, No. <u>—</u>	ing, as per Section	3rd. When completed, and before the	<u>18. 1886. July 20, July 27/89 4th October.</u>
Date <u>—</u>	<u>35.</u>	plank be painted or payed	

No. 10 in Builder's Yard.

General Remarks.

Very Good

This vessel is well built with all new materials of good quality and in conformity with the sketch of midship section attached, as well as pattern in accordance with section 37 of the Rules. And I am of opinion she is worthy the favourable consideration of the Committee. To be classed as contemplated by 9 years undertable A

1 Year for mixed material

1 Year salt

11 A "9+12 yrs mat salted"

date of letter 19 July 1883.

[Large blue ink signature]

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled None at present When last done —

I am of opinion this Vessel should be Classed + 11 A1

The Amount of the Entry Fee .. £ 2 : 0 : 0 received by me, 288

Special .. £ 10 : 6 : 400 1889

Certificate .. : 5 : "

Travelling Expenses, if any, £ 7.8.6

Committee's Minute FRIDAY 18 OCT 1889

Character assigned 11 A1

LATER 9+12 yrs mat Salted

Enquire HULL CERTIFICATE WRITTEN

[Signature]

Surveyor to Lloyd's Register of British and Foreign Shipping.

This vessel has been built in accordance with approved sketch of midship section, but the timbers under deck has exceeded the grade by 6 tons. The scantlings however are generally in excess of the Rules and under the circumstances it is submitted that she appears worthy to be classed 11 A.1. as recommended by 9 yrs Table A

1 yr mixed materials See 34

1 yr Salting See 37

11 A.1. "9+12 yrs mat" "Salted"

The Surveyor should be requested to state the year in which the vessel was launched, also to give the date of the last survey and to state whether the beams are salted.

[Signature]