

No. 1065 Survey held at Guernsey Date 20 November 1873
the Cutter Spring Master Joseph De La Tour
Tonnage under tonnage deck Built at Havreham When built 1866 and lengthened Launched 1875
Ditto of poop or spar deck By whom built Owners Messrs G. Stone & Co
Total tonnage 36 Port belonging to Guernsey Destined Voyage Coasting to the West Indies
If Surveyed while Building, Afloat, or in Dry Dock Harbour or Blocks Guernsey

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	55	11	16	3	7	0			one
Scantlings of Timber.									
TIMBER AND SPACE									
Floors	16	7	7	7					
1st Foothooks	5 1/2	6 1/2	4 1/4	6 1/2	6 1/2				
2nd Ditto	5 1/2	6 1/2	4 1/4	6 1/2	6 1/2				
3rd Ditto	5 1/2	6 1/2	4 1/4	6 1/2	6 1/2				
Top Timbers	6 1/2	5 1/2	4 1/2						
Deck Beams, length amidships	6 1/2	5 1/2	4 1/2						
Old Beams, length amidships									
Keel	8	10	8	8					
Carphs of Ditto	5 1/2	6 1/2	4 1/4	6 1/2	6 1/2				
Keelsons	8 1/2	8 1/2	9	9					
Carphs of Ditto	8 1/2	8 1/2	9	9					
Outside Plank.									
Garboard Strakes	2	2							
Garboard to Bilge	2	2							
Bilge Planks	2 1/2	2 1/2							
Bilge to Wales	2	2							
Wales	3	2 1/2							
Topsides	2 1/2	2 1/4							
Sheer Strakes	2 1/2	2 1/4							
Plank Sheers	2 1/2	2 1/4							
Waterways Upper Deck	2 1/2	2 1/4							
Waterways Lower Deck									
Ditto, faying surface against Timbers									
Upper Deck	2 1/2	2 1/2							
Dimensions of Ship per Register.									
length breadth depth									
Inside Plank.									
Limber Strakes	5 1/2	2							
Bilge Planks	5 1/2	2 1/2							
Ceiling in Flat	1 1/2	1 1/2							
Ditto Bilge to Clamp	1 1/2	1 1/2							
Hold Beam Clamps									
Deck Beam Ditto	2	2							
Ceiling 'twixt Decks	1 1/2	1 1/2							
Hold Beam Shelves	4 1/4								
Deck Beam Ditto	5 1/2	2 1/2							

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.									
Keel-Knee, & Deadwood 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	Waterway
Carphs of Keel, No. 6		5/8		Arms of Hooks		5/8		Bolts in	Knees
Keelson Bolts through Keel		3/4		Thro' Bilge & Limber Strakes		5/8			Shelf or Clamp
at each Floor		3/4		Thickstuff over Double Floors		5/8		Deck Beam	Waterway
Bolts thro' Heels of Timbers		5/8		Butt End Bolts		1/2		Bolts in	Knees
against Deadwood		5/8		Short Bolts in Ceiling		1/2			Shelf or Clamp
				Pintles of the Rudder		1/2		Nails or Bolts in Flat of Deck	
								Treenails	Inches

Planking.—The Space between the Floor Timbers and Lower Foothooks is 4 Inches. The Space between the Top-Timbers is 5 Inches.
The Floors consist of English Oak The First Foothooks of English Oak
The Second Foothooks of do The Third Foothooks and Top Timbers of do
The Shifts of the First and Second Foothooks are not less than appear very good N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are very good
The Frame is well squared from First Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is well squared
The Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.
The Butts of the Timbers are quite close together; their thickness not less than of the entire moulding at that place.
The Frame is chocked with a Butt at each end of the chock. The Main piece of Rudder is English Oak of Windlass is English Oak
The Keel is English Oak The Main Keelson is English Oak and is free from all defects, well squared
The Stem, and Stern Post of English Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak
Deadwood, of English Oak and are free from all defects.
The Deck and Hold Beams of English Oak The Breasthooks of English Oak The Knees of English Oak
Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is English Oak & English Oak
From the above named Height to the Light Water Mark English Oak
From the Light Water Mark to the Wales English Oak
The Wales and Black-strakes are English Oak Carvel built The Topsides & Sheer-strakes English Oak Carvel built
The Spirketting and Plank-sheers English Oak The Water-ways Upper Deck English Oak Lower Deck
The Decks Santalpine State of very good

The Shifts of the Planking are not less than 5 Feet 11 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 American White Oak, in one length fore & aft
The Ceiling, Lower Hold, and between Decks Santalpine Red pine Shelf Pieces and Clamps English Oak
Fastenings.—To Hold Beams

Deck Beams are fastened with wood knees in all spaces and with a shelf all fore and aft bolted through the beams, and run through the sheer strakes and clamps
Number of Breasthooks Two English Oak Pointers Stern timbers knees Crutches and Transoms and Stern
Butt End Bolts are of Copper in the Bottom. Two Bolts in each Butt End one through and clenched.
Bilge and Limber Strakes Galvanized iron bolted through and clenched. Treenails of all Copper fastened How Made
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
Builder's Signature Surveyor's Signature Henry Follett & G. T. Dallock
GWS360-0201

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

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
										Ex. Stock.			
	Fore Sails,	Chain <u>bar link</u>	75	3/4	<u>very good</u>			Bowers	1	3.0.0			
	Fore Top Sails,	<u>and short link</u>	15	3/4				1 Do	1	3.0.0			
	Fore Topmast Stay Sails,	Hempen Stream Cable	60	7" <u>fair</u>	<u>new</u>			Stream	1	1.1.0			
	Main Sails,	Hawser	60	3 1/4	<u>Hemp new</u>			Kedges	1	<u>one</u>			
	Main Top Sails,	Towlines	60	4 1/2	<u>very good</u>								
		Warp											
		All of <u>good</u> quality.											

Her Standing and Running Rigging all very good sufficient in size and good in quality.

She has new wire rope Long Boat and new on
The present state of the Windlass is English oak Capstan new Rudder English oak Pumps new 6. patent iron pumps

Order for Special Survey,	DATES of Surveys	1st. When the Frame is completed
No. _____ Date _____	held while building,	2nd. When the Beams are put in, &c.
Order for Ordinary Survey,	as per Section 35.	3rd. { When completed, and before the } plank be painted or payed }
No. _____ Date _____		

General Remarks

This vessel is clinker built, and all fastened with Copper rivets to the plates, and above, the plates and stirrups are nearly new, fastened with galvanized iron bolts, and oak treenails,
She is a sound little craft, and well found in rigging, sails, and equipment, and worthy to be classed as named below
The length, breadth, & Depth of her, with the height of anchors received them from the owners

Present condition of Caulking of Bottom, now done Deck, now done and Waterways now done
If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed E. 1. 5 years

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

Nov 1893 Special ..X...£ 2 : 10 : :

Please send Certificate£ . : 2 : 6

to me X
Committee's Minute 5th Decr 1893

Character assigned A

Henry Follett

G. T. Suttaby

This record appears to be correct & is classed as E. 1.
Lloyd's Register
Foundation
2/12/93