

No. 4494 Survey held at Campbetton Date, first Survey 19<sup>th</sup> Sept 1877 Last Survey 12 March 1878  
on the Schooner Moy Master John Walker  
Tonnage under Tonnage Deck 99.32  
Ditto of Spar Deck, or Awaiting Deck 99.42  
Ditto of Poop, or Raised Or. Dk. —  
Ditto of Houses on Deck —  
Ditto of Forecastle —  
Gross Tonnage 100.74  
Crew Space, as per Rule 10.00  
Register Tonnage, cut on Beam 82.74  
Engine Room —  
Register Tonnage, as a Steamer, cut on the Beam —  
Built at Campbetton When built 1877-8 Launched 20<sup>th</sup> March 1878  
By whom built Campbetton Shipbuilding Co Owners C. C. Greenlees & others  
Port belonging to Campbetton Destined Voyage Coaster  
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length as per section 39	Feet. 81	Inches. 0	Extreme Breadth Outside	Feet. 22	Inches. 0	Depth of Hold	Feet. 9	Inches. 0	Number of Decks	one
Length of Keel	Feet. 40	Inches. 0	IN SHIP. Moulded. Sided. Middle. Ends.	Feet. 22	Inches. 0	(Depth from limber-strakes to under side of lower deck beam	Feet. 9	Inches. 0		
<b>Scantlings of Timber.</b>										
TIMBER AND SPACE	20 in	20 in	20 in	20 in	20 in	20 in	20 in	20 in	20 in	20 in
Floors	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
1 <sup>st</sup> Foothooks	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
2 <sup>nd</sup> Ditto	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
3 <sup>rd</sup> Ditto	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Top Timbers	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Deck } N <sup>o</sup> 16 Average Space } 3' 4"	4 3/4	4 3/4	4 3/4	4 3/4	4 3/4	4 3/4	4 3/4	4 3/4	4 3/4	4 3/4
Beams }	4 3/4	4 3/4	4 3/4	4 3/4	4 3/4	4 3/4	4 3/4	4 3/4	4 3/4	4 3/4
Deck Beams, length amidships	20 ft 6 in	20 ft 6 in	20 ft 6 in	20 ft 6 in	20 ft 6 in	20 ft 6 in	20 ft 6 in	20 ft 6 in	20 ft 6 in	20 ft 6 in
Hold } N <sup>o</sup> Average Space }	—	—	—	—	—	—	—	—	—	—
Beams }	—	—	—	—	—	—	—	—	—	—
Hold Beams, length amidships	—	—	—	—	—	—	—	—	—	—
Keel	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
Scarphs of Ditto	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Keelsons	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Scarphs of Ditto	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2

<b>Outside Plank.</b>										
Garboard Strakes	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Garboard to Bilge	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Bilge Planks	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4
Bilge to Wales	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4
Wales	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4
Topsides	3	3	3	3	3	3	3	3	3	3
Sheer Strakes	3	3	3	3	3	3	3	3	3	3
Plank Sheers	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Water } Upper Deck 4 1/2 x 6	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Ways } Lower Deck 4 1/2 x 6	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Ditto, faying surface against Timbers	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Upper Deck	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
<b>Inside Plank.</b>										
Limber Strakes	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Bilge Planks	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4
Ceiling in Flat	2	2	2	2	2	2	2	2	2	2
Ditto Bilge to Clamp	2	2	2	2	2	2	2	2	2	2
Hold Beam Clamps	—	—	—	—	—	—	—	—	—	—
Deck Beam Ditto	3	3	3	3	3	3	3	3	3	3
Ceiling 'twixt Decks	—	—	—	—	—	—	—	—	—	—
Hold Beam Shelves	—	—	—	—	—	—	—	—	—	—
Deck Beam Ditto	1 1/2 x 3 1/2	1 1/2 x 3 1/2	1 1/2 x 3 1/2	1 1/2 x 3 1/2	1 1/2 x 3 1/2	1 1/2 x 3 1/2	1 1/2 x 3 1/2	1 1/2 x 3 1/2	1 1/2 x 3 1/2	1 1/2 x 3 1/2

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is Close Inches. The Space between the Top-Timbers is 3 : 5 Inches.  
The Floors consist of French oak The First Foothooks of French oak  
The Second Foothooks of French oak The Third Foothooks and Top Timbers of French 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 1/6 in.  
The Transoms, Knightheads, Hawse Timbers, & Aprons of French oak N.B. When less than prescribed by the Rule, state how many.  
Deadwood, of Pitch Pine to 2 feet and French oak The rest of the Shifts of the Frame are Sufficient  
The Stem, and Stern Post of French oak ditto. The Frame is Well squared from First Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is good  
The Deck and Hold Beams of Larch & French oak The all Frames are frame bolted together to the Gunwale. N.B. If not, state how bolted  
The Breasthooks of Iron & French oak The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.  
The Knees of Iron The Keel of American Rock Elm The Frame is Close choiced with a Butt at each end of the chock.  
The Main piece of Rudder of Butch oak Windlass of French oak

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is American Rock Elm  
or to the First Foothook Heads } American Rock Elm & Pitch Pine  
From the above named Height to the Light Water Mark American Rock Elm & Pitch Pine  
From the Light Water Mark to the Wales Pitch Pine  
The Wales and Black-strakes Pitch Pine The Topsides & Sheer-strakes Pitch Pine  
The Spirketting and Plank-sheers Pitch Pine The Water-ways { Upper Deck Pitch Pine  
Lower Deck —  
The Decks Yellow Pine State of good  
The Shifts of the Planking are not less than 6 Feet 0 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 True between, and without step-buttting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Pitch Pine  
The Ceiling, Lower Hold, and between Decks Pitch Pine Shelf Pieces and Clamps Pitch Pine  
**Fastenings.**—To Hold Beams None

Deck Beams Thick half and waterways Iron lodging knees in Mast rooms, remainders with Pells patent lugs two to each beam arms and five pairs of Iron hanging knee riders extending down over the Bilges sufficient to secure two bolts in floor heads

Number of Breasthooks Two Pointers — Crutches one  
Butt End Bolts are of Galvanized Iron in the Bottom Two Bolts in each Butt End one through and clenched.  
Bilge and Limber Strakes all bolted through and clenched. Treenails of French & Butch 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.

Builder's Signature Wm Campbelltown Shipbuilding Co Surveyor's Signature Wm Brown



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

N <sup>o</sup> .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, N <sup>o</sup> . &c.	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.	
Single Sail	Fore Sails,	Chain .....	60	4 1/2	9.2.2.0	120	15 1/2	Bowers ....	5391	4.3.2	7.3.3.0	4.1.0	6 1/2
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	60	13 1/6	15.16.0.0	120	15 1/2	(State Machine where Tested, and name of Superintendent).	5393	4.0.6	6.8.3.0		20
	Fore Topmast Stay Sails,	Hampton Stream	40	5 1/2	4.12.2.0	8 1/2	10 1/2	Wetherton Pumping House 31st Jan 1870		0.4.0	1.2.0	1.2.0	
	Main Sails,	Cable .....	60	5	9.5.0.0	5 1/2		Stream ....	1	1.2.0			
	Main Top Sails,	Hawser .....	60	4		3		Kedges ....	1	1.0.0		0.3.0	
and		Towlines .....	60	3									
		Warp .....	60										
		All of quality											

Her Standing and Running Rigging Whitaker sufficient in size and Good in quality. She has one Long Boat and

The present state of the Windlass is Efficient Capstan Winch and Rudder Efficient Pumps 2

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? Ports

Cargo Hatchways.—How formed? Wood Cummings State size After Hatch 8' 9" x 7' 6"

If of extraordinary size, state how framed and secured? Strong Cummings

What arrangement for shifting beams? —

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 13' 3" x 8' 0"

Order for Special Survey,  
No. ✓ Date ✓

Order for Ordinary Survey,  
No. ✓ Date ✓

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

- 1st. When the Frame is completed 1877. September 19<sup>th</sup>
- 2nd. When the Beams are put in, &c. November 26<sup>th</sup>
- 3rd. When completed, and before the plank be painted or payed 1878 Feb<sup>ry</sup> 5<sup>th</sup> March 12<sup>th</sup>

General Remarks. This Vessel has been built under ordinary Survey and in conformity with the Midship Section and longitudinal plans herewith appended which were submitted to the Committee with a view to an increase of Class being assigned for high Class materials. The recommendations made by the Committee in letter dated 6<sup>th</sup> October 1877 have been complied with only as regards the hatch & windlass beams being of oak; Eight pairs of Iron Straps 3 1/2 x 7/8 are fitted diagonally outside the frames, extending from the gunwale down to secure two bolts in the first futtock heads, and five pairs of Iron Knee riders inside. The frame of this Vessel has been salted in accordance with the Rules Section 37 and the Keelson caulked & salted at the ends to entitle her to an extra year. <sup>Beams not salted in view of the great quantity</sup> of 12 Years materials used in her construction and all the fastenings being of galvanized iron the Owners request that she may be taken into consideration for an additional year.

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

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

I am of opinion this Vessel should be Classed 9+1=10 A.1. Submitting an additional year for the consideration

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

Travelling Expenses, Special.....£ 4: 4: 0:

(if any) £9: 9/- Certificate....£ 0: 2: 6:

Committee's Minute 29th March, 1878

Character assigned A 1 M 10 yrs

It is submitted that this vessel appears eligible to be classed as recommended 10 A.1. "Salted" 28/3/78

It is submitted that as the beams are partly composed of 9 years material and there is no high class material the outside planking this does not a to be a case which can be recommended for an additional year under the mixed material