

No. 4764 Survey held at London Date, first Survey 26 May 46 Last Survey 26 May 1849
on the Schooner "Spanning Hance" Master J. H. Wetherall
Tonnage under Tonnage Deck 164.0
Ditto of Spar Deck, or Awning Deck
Ditto of Poop, or Raised Or. Dk.
Ditto of Houses on Deck 24
Ditto of Forecastle
Gross Tonnage 164.24
Crew Space, as per Rule 8.46
Register Tonnage, cut on Beam 158.79
Engine Room
Register Tonnage, as a Steamer, cut on the Beam
Built at London When built 1848 Launched 26 Dec 1848
By whom built Wm Banks Owners William Banks
Port belonging to London Destined Voyage New foundland
If Surveyed while Building, Afloat, or in Dry Dock White building & afloat

Length as per section 39	94	Feet.	Inches.	Extreme Breadth Outside	24	Feet.	Inches.	Depth of Hold	12	Feet.	Inches.	Number of Decks	3
Length of Keel	90	Feet.	Inches.										
Scantlings of Timber.													
TIMBER AND SPACE	2			24				Outside Plank.					
Floors	9	9 1/2	"	8	8	"		Garboard Strakes	2 3/4	2 1/2			
1st Foothooks	4 1/4	8	"	7 1/2	4	"		Garboard to Bilge	2 3/4	2 1/2			
2nd Ditto	4 1/2	8	"	6 1/2	6 1/2	"		Bilge Planks	3 1/2	2 1/2			
3rd Ditto	4 1/2	8	"	6 1/2	6 1/2	"		Bilge to Wales	3 1/4	2 1/2			
Top Timbers	4 1/2	8	"	4 3/4	4 3/4	"		Wales	4 1/4	4			
Deck { No 8 Average Space 4 feet	9 1/2	9 1/2	"	8 1/4	8 1/4	"		Topsides	4	3			
Deck Beams, length amidships	23	feet						Sheer Strakes	3 1/4	3			
Hold { No Average Space								Plank Sheers	2 3/4	2 1/2			
Hold Beams, length amidships	11	14	"	10	10	"		Water { Upper Deck 8 x 9 8 1/4 x 6 1/4					
Keel	5	feet		4	6	"		Ways { Lower Deck					
Scarp of Ditto	5	feet		4	6	"		Ditto, faying surface against Timbers	6	6			
Keelsons	5	feet		4	6	"		Upper Deck	3 1/2	2 1/2			
Scarp of Ditto	5	feet		4	6	"							

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.													
Heel-Knee, & Deadw'd abaft	1 1/2	in Ship		Transoms and throats of Hooks	1 1/2	in Ship		Hold Beam { Waterway					
Scarp of Keel, No 4	1 1/2	in Ship		Arms of Hooks	1 1/2	in Ship		Bolts in { Knees					
Keelson Bolts through Keel at each Floor	1 1/2	in Ship		Thro' Bilge and Limber Strakes	1 1/2	in Ship		Shelf or Clamp					
Bolts thro' Heels of Timbers against Deadwood	1 1/2	in Ship		Thickstuff over Double Floors	1 1/2	in Ship		Deck Beam { Waterway					
Frame Bolts	5/8	in Ship		Butt End Bolts	1 1/2	in Ship		Bolts in { Knees					
				Short Bolts in Ceiling	2 1/4	in Ship		Shelf or Clamp					
				Pintles of the Rudder	2 1/4	in Ship		Nails or Bolts in Flat of Deck					
								Treenails	1 1/8	inches			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 Inches. The Space between the Top-Timbers is 3 Inches.
The Floors consist of English Oak The First Foothooks of English Oak & Elm
The Second Foothooks of Elm The Third Foothooks and Top Timbers of Elm
The Main Keelson is Elm and free from all defects. The Shifts of the First and Second Foothooks are not less than 4 feet
The Transoms, Knightheads, Hayse Timbers, & Aprons of Elm ditto. N.B. When less than prescribed by the Rule, state how many.
Deadwood, of Elm & Elm and ditto. The rest of the Shifts of the Frame are Elm
The Stem, and Stern Post of Elm ditto. The Frame is well squared from First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is Elm
The Deck and Hold Beams of Elm The Frames are frame bolted together to the Gunwale.
The Breasthooks of Elm & Elm N.B. If not, state how bolted.
The Knees of Elm The Keel of Elm & Elm The Butts of the Timbers are fitted close together; their thickness not less than 1/3 of the entire moulding at that place.
The Main piece of Rudder of Elm of Windlass of Elm The Frame is cross chocked with a Butt at each end of the chock.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Elm & Elm & pitch pine
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 pitch pine & Elm The Topsides & Sheer-strakes Elm & pitch pine
The Spirketting and Plank-sheers Elm The Water-ways { Upper Deck pitch pine & Elm
The Decks pitch pine State of Good Lower Deck pitch pine & Elm
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 pieces between, and without step-butting.

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 & Elm

Fastenings.—To Hold Beams,
Four pairs of long Iron hanging Rides pins, and short Iron hanging pins on other Beams; also the Beams dovelled to Clamps and waterways

Number of Breasthooks 3 Pointers — Crutches 2
Butt End Bolts are of Iron in the Bottom Bolts in each Butt End Elm through and clenched.
Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Elm How Made hand 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 Bro. John Banks Surveyor's Signature James M. Keef
William Gaisley
HVL394-0241

In this - Complete

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.	No.	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
Fore Sails,	Chain <u>Shot</u> ...	<u>165</u>	<u>1 1/2</u>	<u>30/10 20/10</u>	<u>103</u>	<u>23 1/2</u>	<u>1</u>	<u>4.1.10</u>	<u>9.11.2.7</u>	<u>6 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>
Fore Top Sails,	(State Machine where Tested, and name of Superintendent.)	<u>110</u>	<u>1 1/2</u>	<u>30/10 20/10</u>	<u>103</u>	<u>23 1/2</u>	<u>Bowers</u>	<u>1</u>	<u>4.0.24</u>	<u>9.9.1.14</u>	<u>6 1/2</u>	<u>8 1/2</u>
Fore Topmast Stay Sails,	Hempen Stream	<u>60</u>	<u>5/8</u>	<u>9.5.0.0</u>	<u>45</u>	<u>11 1/2</u>	(State Machine where Tested, and name of Superintendent.)	<u>1</u>	<u>2.1.0</u>	<u>4.15.0.0</u>	<u>2 1/2</u>	<u>2 1/2</u>
Main Sails,	Cable	<u>60</u>	<u>10</u>	<u>4.12.2.0</u>	<u>45</u>	<u>11 1/2</u>	Dates of Certificates	<u>1</u>	<u>2.1.0</u>	<u>4.15.0.0</u>	<u>2 1/2</u>	<u>2 1/2</u>
Main Top Sails,	Hawser	<u>40</u>	<u>4 1/2</u>	<u>40</u>	<u>40</u>	<u>4</u>	Stream	<u>1</u>	<u>1.1.4</u>	<u>1.1.4</u>	<u>1 1/4</u>	<u>1 1/4</u>
	Towlines	<u>40</u>	<u>4 1/2</u>	<u>40</u>	<u>40</u>	<u>4</u>	Kedges	<u>1</u>	<u>1.1.4</u>	<u>1.1.4</u>	<u>1 1/4</u>	<u>1 1/4</u>
	Warp	<u>45</u>	<u>5 1/2</u>	<u>45</u>	<u>45</u>	<u>4</u>						
	All of <u>2d</u> quality											

Her Standing and Running Riggings Good sufficient in size and Good in quality. She has Good Long Boat and Good

The present state of the Windlass is Good Capstan Good 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?

Cargo Hatchways.—How formed? Port through the Bulwarks State size 12" x 5"

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? Yes Main Hatchways.—State size 12' x 4' 6"

Hatches, themselves, whether strong and efficient? Yes

Order for Special Survey, No. <u>157</u>	DATES of Surveys	1st. When the Frame is completed	<u>from 20 May 1846 to 26 May 49</u>
Date <u>29 Apr 46</u>	held while building, as per Section 35.	2nd. When the Beams are put in, &c.	<u>and been during all stages of Construction.</u>
Order for Ordinary Survey, No. _____		3rd. When completed, and before the plank be painted or payed	
Date _____			

General Remarks.

This vessel has been built in accordance with the accompanying approved sketch of Midship Section and the Secretary's letter of 19th Feb. 1844, also in other respects with the Rules to titlle her to the 12. A. 1. Class, as under
9 Years per Table A.
1 Year per Mixed Material Rule
1 Year for Battens, Sec 34, 11 long of Oak being used
1 Year for Yellow Metal fastenings Sec 64, (par. 1)
Total 12 Years

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

~~If~~ Sheathed, ~~Doubled~~, Felted, ~~Coppered~~, or Yellow Metalled Y. Metal When last done Nov

I am of opinion this Vessel should be Classed 12. A. 1.

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

Travelling Expenses, Special £ 8 : 4 : 0 : May 1879

(if any) £ 5.5.0 Certificate Gate : : :

Committee's Minute 3rd June, 1879.

Character assigned A 1 for 12 yrs

9 1/2 yrs
Sailed
at

9 x 12 yds
Sail. Cf.

This vessel appears eligible to be classed as recommended by 9, 2nd Table A 1, mixed material rule for 12 yrs for 12 A. 1.
12 A. 1.
1679

