

No.

Survey held at

Ply

Date

June 15<sup>th</sup> to Oct 15<sup>th</sup> 1884

20459

on the Schooner "Polly Robbins" Master Thomas Kurnes

Tonnage

Old New 127 1/2

Built at Ply

When built 1864 Launched Oct 1<sup>st</sup> 1864

By whom built

Jas Hoad Bros

Owners Jas Robbins &amp; Co

Port belonging to London

Destined Voyage Mediterranean

Surveyed while Building, Afloat, or in Dry Dock at Ply

Feet.		Inches.		Feet.		Inches.		Feet.		Inches.	
Length aloft		92 <sup>3</sup> / <sub>10</sub>		Extreme Breadth Outside		21 <sup>5</sup> / <sub>10</sub>		Depth of Hold		11 <sup>4</sup> / <sub>10</sub>	
IN SHIP.				REQUIRED PER RULE.				THICKNESS OF PLANK.			
Sided.		Moulded.		Sided.		Moulded.		INCHES.		INCHES.	
Middle.		Ends.		Middle.		Ends.		In Ship.		Required per Rule.	
Scantlings of Timber.											
TIMBER AND SPACE											
Floors	20	9 <sup>1</sup> / <sub>2</sub>	9	7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>	6 <sup>1</sup> / <sub>2</sub>	Garboard Strakes	2 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>4</sub>	Limber Strakes	11 <sup>1</sup> / <sub>2</sub> x 4 2 <sup>3</sup> / <sub>4</sub>
1 <sup>st</sup> Foothooks	7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>	Garboard to Bilge	2 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>4</sub>	Bilge Planks	3 <sup>1</sup> / <sub>2</sub> x 4 2 <sup>3</sup> / <sub>4</sub>
2 <sup>nd</sup> Ditto	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	Bilge Planks	3 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>4</sub>	Ceiling in Flat	2 <sup>1</sup> / <sub>2</sub> 1 <sup>3</sup> / <sub>4</sub>
3 <sup>rd</sup> Ditto	7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>	Bilge to Wales	2 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>4</sub>	Ditto Bilge to Clamp	2 1 <sup>3</sup> / <sub>4</sub>
Top Timbers	6 <sup>1</sup> / <sub>2</sub>	6 <sup>1</sup> / <sub>2</sub>	6 <sup>1</sup> / <sub>2</sub>	6 <sup>1</sup> / <sub>2</sub>	6 <sup>1</sup> / <sub>2</sub>	6 <sup>1</sup> / <sub>2</sub>	Wales	3 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>	Hold Beam Clamps	3 <sup>1</sup> / <sub>2</sub> —
Deck { N <sup>o</sup> 18 Average Space }	3 <sup>1</sup> / <sub>2</sub> - 10 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>4</sub>	9 <sup>1</sup> / <sub>4</sub>	6 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>4</sub>	7 <sup>1</sup> / <sub>4</sub>	Topsides	3 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>	Deck Beam Ditto	2 <sup>1</sup> / <sub>2</sub> 2 <sup>1</sup> / <sub>4</sub>
Deck Beams, length amidships	19 <sup>1</sup> / <sub>2</sub>	6	6	6	6	6	Sheer Strakes	3 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>	Ceiling 'twixt Decks	2 1 <sup>3</sup> / <sub>4</sub>
Hold { N <sup>o</sup> — Average Space }	None	None	None	None	None	None	Plank Sheers	2 <sup>3</sup> / <sub>4</sub>	2 <sup>1</sup> / <sub>4</sub>	Hold Beam Shelves	— —
Hold Beams, length amidships	10	13	13	9	9	9	Water { Upper Deck	9 x 7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>	Deck Beam Ditto	7 x 7 <sup>1</sup> / <sub>4</sub> 7 <sup>1</sup> / <sub>4</sub> x 4
Keel 3 pieces 4 x 8 x 8	10	13	13	9	9	9	Ways { Lower Deck	—	—		
Scarp of Ditto 4 x 11 x 11	11 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	10	10	10	Ditto, faying surface against Timbers	6	4		
Keelsons 4 x 11 x 11	11 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	10	10	10	Upper Deck	2 <sup>3</sup> / <sub>4</sub>	2 <sup>1</sup> / <sub>4</sub>		
Scarp of Ditto 6 x 11 x 11	11 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	10	10	10					

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

Copper Y.M. in Ship.			Iron in Ship.	Inches required per Rule	In Ship.		
Heel-Knee, & Deadw'd abaft	—	1	15/16	Transoms and throats of Hooks	—	1	15/16
Scarp's of Keel, N°. 7	—	1	3/4	Arms of Hooks .....	3/4	3/4	3/4
Keelson Bolts through Keel	—	1	13/16	Thro' Bilge & Limber Strakes	5/8	—	5/8
at each Floor .....				Thickstuff over Double Floors	—	—	—
Bolts thro' Heels of Timbers	—	3/4	11/16	Butt End Bolts .....	5/8	5/8	5/8
against Deadwood .....				Pintles of the Rudder.....	2 1/8	—	3
			</				

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 3 1/4 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 Shifts of the First and Second Foothooks are not less than 3 1/10 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Sufficient

The Frame is squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is good

The Frames are bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1/3 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 2 1/2 Oak of Windlass is 2 Oak

The Keel is 2 1/2 Oak The Main Keelson is Green Heart &amp; 2 Oak and free from all defects.

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 Iron &amp; Wood The Knees of Iron &amp; Wood

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Beech, Oak &amp; 2 Oak

From the above named Height to the Light Water Mark English Oak &amp; Teak

From the Light Water Mark to the Wales Teak &amp; English Oak

The Wales and Black-strakes are Teak & Eng<sup>l</sup> Oak The Topsides & Sheer-strakes Teak & Eng<sup>l</sup> Oak

The Spiketting and Plank-sheers English Oak &amp; Teak The Water-ways Upper Deck 2 Oak &amp; Teak Lower Deck None

The Decks Yellow Pine State of Good

The Shifts of the Planking are not less than 5 Feet 6 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-butt.

Planking Inside.—The Limber-strakes and Bilge-strakes are English Oak

The Ceiling, Lower Hold, and between Decks Teak & Eng<sup>l</sup> Oak Shelf Pieces and Clamps Teak & Eng<sup>l</sup> Oak

Fastenings.—To Hold Beams Not any Hold Beams

Deck Beams One pair of Wood Laid in Strees for four pairs aft, a pair of Iron

Staple Laid in Strees for the mast woods and nine pairs of Iron

Number of Breasthooks Two Iron &amp; one Wood Pointers None required Crutches one Iron

Butt End Bolts are of Yellow Metal in the Bottom: Two Bolts in each Butt End one of which through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made Stenned

Thickstuff over Double Floors None 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 Hoad Brothers

Surveyor's Signature B. W. Wainwright

8500-67907



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

26459 ton

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N<sup>o</sup>.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

and

two others

Chain . . . . . 9 . . . . . 3 . . . . .

Hempen Stream Cable . . . . .

Hawser . . . . .

Towlines . . . . .

Warp . . . . .

All of good quality.

Fathoms. Inches.

90 15

45 16 7/8

15 1

50 5 7/8

75 6 1/2

60 7 1/2

Bower, . . . . . 8 . . . . . 0 . . . . .

Stream, . . . . .

Kedge, . . . . .

N<sup>o</sup>.

Weight.

1

5.3.6

1

3.3.2

1

2.0.0

1

1.1.9

Her Standing and Running Rigging is sufficient in size and good in quality.

She has one 18 ft Long Boat and one other 16.6

The present state of the Windlass is good Capstan good Rudder good Pumps Two of 5 ton

General Remarks and Statement, and Date of Repairs, if any.

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

1st. When the Frame is completed 20<sup>th</sup> August 1864  
2nd. When the Beams are put in, &c. 13<sup>th</sup> Sept 1<sup>st</sup>  
3rd. { When completed, and before the } 15<sup>th</sup> October -  
      { plank be painted or payed }

*She is well built; her Anchors, and Chains have been tested at the Repton Pivoting Machine and the Certificate produced - The 7 1/8 and the 15 1/8 Chains are unsolicited Short Link.*

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

~~If~~ Sheathed, ~~Barked~~, ~~Felted~~, or Coppered Yellow Butal on paper When last done now

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

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

Special . . . . . £ 5 : 5 : -

Certificate . . . . . £ : 2 : 6

Committee's Minute 4<sup>th</sup> November 1864

Character assigned A 1 for 12 Years  
(A.T.C.P.)



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