

No. Survey held at Topham Date 30th June 1876  
 on the Schooner Mythe Master Wm Bath  
 Tonnage Old 126 Built at Topham When built 1856 Launched 2 July  
 By whom built Holman Bros Owners Geo Holman

Port belonging to Topham Destined Voyage \_\_\_\_\_  
 If Surveyed while Building, Afloat, or in Dry Dock At the three stages required by the Rules

Length aloft	Feet. Inches.		Extreme Breadth Outside				Feet. Inches.		Depth of Hold		Feet. Inches.	
	81	19					10	11			10	11
<b>Scantlings of Timber.</b>												
TIMBER AND SPACE	18	19										
Floors	8	7 1/2										
1st Foothooks	6 1/2	6 1/2										
2nd Ditto	6	5 3/4										
3rd Ditto	"	"										
Top Timbers	"	"										
Deck Beams } N° <u>15</u> Average Space } <u>4 ft</u>	8	"										
Deck Beams, length amidships } <u>17-6</u>	8	7	8	7	7	7	7					
Hold Beams } N° _____ Average Space } _____	"	"										
Hold Beams, length amidships	"	"										
Keel	9	9	12	9								
Scarphs of Ditto	9	9	12	9								
Keelsons	13 1/2	10	12 1/2	10								
Scarphs of Ditto	"	"										

Thickness of Plank	INCHES.		Outside.	INCHES.		Inside.	INCHES.	
	In Ship.	Required per Rule.		In Ship.	Required per Rule.		In Ship.	Required per Rule.
Garboard Strakes	2 1/2	2 1/4	Limber Strakes	3	2 3/4			
Garboard to Bilge	2 1/2	"	Bilge Planks	3	"			
Bilge Planks	3 1/2	"	Ceiling in Flat	2 1/2	1 3/4			
Bilge to Wales	2 1/2	"	Ditto Bilge to Clamp	2	"			
Wales	4	3 1/2	Hold Beam Clamps	5 1/2	2 1/2			
Topsides	3	2 1/2	Deck Beam Ditto	6	2 1/2			
Sheer Strakes	3	"	Ceiling 'twixt Decks	"	"			
Plank Sheers	2 1/2	2 1/4	Hold Beam Shelves	"	"			
Water-Ways } Upper Deck	4	3 1/4	Deck Beam Ditto	"	"			
Water-Ways } Lower Deck	3	"						
Upper Deck	2 1/2	2 1/2						

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

Heel-Knee, and Deadwood abaft	Iron		Transoms and throats of Hooks <th colspan="2">Copper</th> <th rowspan="2">Hold Beam Bolts in <th rowspan="2">Waterway </th></th>	Copper		Hold Beam Bolts in <th rowspan="2">Waterway </th>	Waterway
	Inches in Ship.	Inches required per Rule		Inches in Ship.	Inches required per Rule		
Scarphs of Keel	3/4	3/4	Arms of Hooks	1/8		Shelf or Clamp	
Keelson Bolts through Keel at each Floor	1	1 1/2	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	3/8		Waterway	
Bolts through Heels of Timbers against Deadwood	3/4	3/4	Butt End Bolts	1/4		Knees	1/16
			Pintles of the Rudder	2 1/4		Shelf or Clamp	
						Nails or Bolts in Flat of Deck	
						Treenails	1 1/2

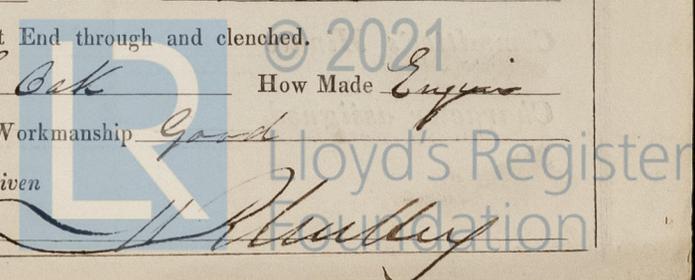
**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is \_\_\_\_\_ Inches. The Space between the Top-Timbers is \_\_\_\_\_ Inches.  
 The Floors consist of English Oak The First Foothooks of English Oak Timber.  
 The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak  
 The Shifts of the First and Second Foothooks are not less than 3 ft 3 in N. B. When less than prescribed by the Rule, state how many.  
 The rest of the Shifts of the Frame are good  
 The Frame is fairly squared from the First Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is good for intended Claps  
 The alternate 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 1/5 of the entire moulding at that place.  
 The Frame is not chocked with 4 Butt at each end of the chock. The Main piece of Rudder is English Oak  
 The Main Keelson is Baltic & English Oak and \_\_\_\_\_ free from all defects. The Main piece of Windlass is English Oak  
 The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and Hawse Timbers of English Oak Deadwood, of English Oak and are \_\_\_\_\_ free from all defects.  
 The Deck and Hold Beams consist of English Oak The Breasthooks of English Oak & Iron The Knees of Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is English Oak  
 or to the First Foothook Heads }  
 From the above named Height to the Light Water Mark English Oak and Baltic Red Pine  
 From the Light Water Mark to the Wales English Oak and Red Pine  
 The Wales and Black-strakes are Am<sup>n</sup> & English Oak The Topsides Am<sup>n</sup> & English Oak & Pitch Pine  
 The Sheer-strakes and Plank-sheers English Oak The Water-ways { Upper Deck English Oak & Pitch Pine  
 Lower Deck \_\_\_\_\_  
 The Decks Yellow Pine State of \_\_\_\_\_  
 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 thru between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Am<sup>n</sup> Oak  
 The Ceiling, Lower Hold, and between Decks Red Pine Shelf Pieces and Clamps Pitch Pine  
**Fastenings.**—To Hold Beams \_\_\_\_\_

Deck Beams Am<sup>n</sup> Pine Hanging Timber & Irony 13<sup>th</sup> and Five Pairs of them forming Riggers running aback to the lower Bilge Planks, with Stiplatens in Mast & Rigging  
 Number of Breasthooks Am<sup>n</sup> Wood & 4 Iron Pointers \_\_\_\_\_ Crutches Two Iron  
 Butts End Bolts are of 3/8 of Metal in the Bottom, and \_\_\_\_\_ Bolt in each Butt End through and clenched.  
 Bilge and Limber Strakes \_\_\_\_\_ bolted through and clenched. Treenails of English Oak How Made Engines  
 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 \_\_\_\_\_

8700-58877



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

She has SAILS,		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .			Fathoms. Inches.	N <sup>o</sup> .	Weight.
2	Fore Sails,	Chain .....	180 4 1/4	Bower, .....	2 14 1/2 lb
/	Fore Top Sails,	Hempen Stream Cable .....	45 8	Stream, .....	1 3 1/2
/	Fore Topmast Stay Sails,	Hawser .....	45 4 1/2	Kedge, .....	2 3
/	Main Sails,	Towlines .....	45 3 1/2		
/	Main Top Sails,	Warp .....	" 2 1/2		
and <u>other mizzen sails</u>		All of <u>good</u> quality.			

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

She has one Long Boat and \_\_\_\_\_

The present state of the Windlass is secure Capstan \_\_\_\_\_ Rudder 27 Pumps 2 slow

**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 25<sup>th</sup> Feb. 1856

2nd. When the Beams are put in, &c. 8<sup>th</sup> April 1856

3rd. { When completed, and before the plank be painted or payed } 30<sup>th</sup> June 1856

Present condition of Caulking of Bottom, \_\_\_\_\_ Deck, \_\_\_\_\_ and Waterways \_\_\_\_\_

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed SA

The Amount of the Fee .....£ 1: 5: 6 is received by me,

Special Expenses £: £: 0

Certificate .....£ : 2: 6

Committee's Minute 4<sup>th</sup> July 1856

Character assigned SA for 8 years

George W. Carter  
 Surveyor  
 [Signature]



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