

No. 2005 Survey held at Padstow Date 12 April 1864
on the Sch. Mary Phillips Master M. Pope
Tonnage Old Built at Padstow When built 1864 Launched March
By whom built Jas Willmetts Owners W Seymour & Co
Port belonging to Padstow Destined Voyage Coastwise
Surveyed while Building, Afloat, or in Dry Dock Surveyed while Building

Length aloft	Feet.	Inches.	Extreme Breadth Outside				Feet.	Inches.	Depth of Hold	Feet.	Inches.
	20	0					21	0		11	
	Sided,	Moulded.	IN SHIP.		REQUIRE PER RULE.				Thickness of Plank.		
			Middle.	Ends.	Middle.	Ends.					
Scantlings of Timber.											
TIMBER AND SPACE	20	-	-	19			Outside.	INCHES.		INCHES.	
Floors	9 1/2	10	-	7 1/2			Garboard Strakes ..	In Ship. Required per Rule.		Inside.	
1st Foothooks	9 1/2	9	-	8 1/2			Garboard to Bilge ..	2 1/2 2 1/2		Limber Strakes	3 2 3/4
2nd Ditto	8	-	-	8			Bilge Planks	" "		Bilge Planks	" "
3rd Ditto	7 1/2	-	-	5 3/4			Bilge to Wales	4 1/2 "		Ceiling in Flat	2 1/4 1 3/4
Top Timbers	6 1/2	-	5	-	-	4 1/2	Wales	2 1/2 "		Ditto Bilge to Clamp	" "
Deck } N° 20 Average } 3 1/2	8	8	7	7 1/4	7 1/4	6	Topsides	4 3 1/2		Hold Beam Clamps ..	" "
Beams }							Sheer Strakes	3 2 1/2		Deck Beam Ditto ..	3 2 1/2
Deck Beams, length amidships							Plank Sheers	2 1/2 "		Ceiling 'twixt Decks	" "
Hold } N° Average }							Water- } Upper Deck	7 1/4 2 1/2		Hold Beam Shelves ..	" "
Beams }							Ways } Lower Deck	" "		Deck Beam Ditto ..	" "
Hold Beams, length amidships											
Keel	9 1/2	11	-	9	9		Ditto, faying surface	4 3/4 4			
Scarphs of Ditto	8 1/2	-	-	8			against Timbers ..				
Keelsons. <i>Plank 12 1/2 x 14</i>	12 1/2	12 1/4	-	10	10		Upper Deck	2 1/2 2 1/4			
Scarphs of Ditto	8	-	-	-							

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.														
Heel-Knee, & Deadw'd 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	Arms of Hooks	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Thro' Bilge & Limber Strakes	Copper or Y.M. in Ship.	Iron in Ship.
Scarp of Keel, N° 6	-	1 1/2	1 1/2	Arms of Hooks	-	1 1/2	1 1/2	Thro' Bilge & Limber Strakes	-	1 1/2	1 1/2	Thickstuff over Double Floors	-	1 1/2
Keelson Bolts through Keel at each Floor	-	1	1 1/2	Thro' Bilge & Limber Strakes	-	1 1/2	1 1/2	Thickstuff over Double Floors	-	1 1/2	1 1/2	Butt End Bolts	-	1 1/2
Bolts thro' Heels of Timbers against Deadwood	-	1 1/2	1 1/2	Thickstuff over Double Floors	-	1 1/2	1 1/2	Butt End Bolts	-	1 1/2	1 1/2	Pintles of the Rudder	-	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 11 Inches. The Space between the Top-Timbers is 11 Inches.
The Floors consist of Oak The First Foothooks of Oak
The Second Foothooks of Oak The Third Foothooks and Top Timbers of Oak
The Shifts of the First and Second Foothooks are not less than 3 1/2 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 well squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is square & good
The Frames are all 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 1/2 of the entire moulding at that place.
The Frame is double chocked with a Butt at each end of the chock. The Main piece of Rudder is Oak of Windlass is Oak
The Keel is Oak The Main Keelson is Oak & 1/2 Heart and free from all defects.
The Stem, and Stern Post of Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Oak Deadwood, of Oak and are free from all defects.
The Deck and Hold Beams of Oak The Breasthooks of 2 Iron 1 Oak The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Oak or the First Foothook Heads }
From the above named Height to the Light Water Mark Oak
From the Light Water Mark to the Wales Oak
The Wales and Black-strakes are Oak The Topsides & Sheer-strakes Oak
The Spirketting and Plank-sheers Oak The Water-ways { Upper Deck Oak Lower Deck Oak
The Decks Oak State of good
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 3 between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Oak
The Ceiling, Lower Hold, and between Decks Oak Shelf Pieces and Clamps Oak
Fastenings.—To Hold Beams

Deck Beams Iron Staple Lodging Timbers in every space
Number of Breasthooks 2 Iron 1 Wood Pointers 1 Crutches 1 Oak 1 Iron
Butt End Bolts are of 1/2 Iron in the Bottom: 2 Bolts in each Butt End one through and clenched.
Bilge and Limber Strakes are bolted through and clenched. Treenails of Oak How Made Mortised
Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship is good
We certify that the above is a correct description of the several particulars therein given
Builder's Signature James Willmetts Surveyor's Signature W. A. Miller

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

She has SAILS.

Mountford & Hour Machine
CABLES, &c.

Bell & Daniel
ANCHORS, and their weights.

N ^o .			Fathoms.	Inches.		N ^o .	Weight.
2	Fore Sails,	Chain <i>Stud Prop 15-15</i>	150	15/16	Bower, <i>Prop</i>	1	7.2.9
1	Fore Top Sails,	Hempen Stream Cable	75	6 1/2		1	6.3.19
2	Fore Topmast Stay Sails,	Hawser	"	5 1/2	Stream,	1	3.2.22
1	Main Sails,	Towlines	"	3 1/2			
1	Main Top Sails,	Warp	"	2 1/2	Kedge,	1	2.1.16
	and <i>other necessary</i>	All of <i>good</i> quality.				1	2.1.16

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 _____ *Do*

Pumps _____ *2 Iron*

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

22nd August 1863

2nd. When the Beams are put in, &c.

17th Nov^r

3rd. { When completed, and before the }
plank be painted or payed }

7th Jan^y 1864

*This is a good built Vessel, the Frame square and free from warp
the Plank Waterways, Beams and Materials throughout are
all of the best quality and free from defects. She is also well
fastened in accordance with the Rules, and in my opinion
entitled to her intended Class*

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

If Sheathed, Doubled, Felted, or Coppered _____

When last done _____

I am of opinion this Vessel should be Classed _____ *10 A 1*

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

Special£ *5 : 15 : 0*

Certificate£ : :

Committee's Minute _____ *15 April 1864*

Character assigned _____ *A 1 for 10 Years*



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