

Rev 14/4/66 2005

No. 2005 Survey held at Padstow Date 12 April 1869  
 on the Sch. Mary Phillips Master M Pope  
 Tonnage Old Built at Padstow When built 1864 Launched March  
 By whom built James Willmetts Owners H Seymour & Co  
 Port belonging to Padstow Destined Voyage Coasting  
 Surveyed while Building, Afloat, or in Dry Dock I Surveyed while Building

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.		
	20	0	6	0		21	0	11	0		11				
<b>Scantlings of Timber.</b>															
TIMBER AND SPACE	20	-	-	-	19	-	-	-	-	Garboard Strakes	2 1/2	2 1/2	Limber Strakes	3	2 3/4
Floors	9 1/2	10	-	-	7 1/2	-	-	-	-	Garboard to Bilge	"	"	Bilge Planks	"	"
1st Foothooks	9 1/2	9	-	-	8 1/2	-	-	-	-	Bilge Planks	4 1/2	"	Ceiling in Flat	2 1/4	1 3/4
2nd Ditto	8	-	-	-	8	-	-	-	-	Bilge to Wales	2 1/2	"	Ditto Bilge to Clamp	"	"
3rd Ditto	7	-	-	-	5 3/4	-	-	-	-	Wales	4	3 1/2	Hold Beam Clamps	"	"
Top Timbers	6 1/2	-	5	-	4 1/2	-	-	-	-	Topsides	3	2 1/2	Deck Beam Ditto	3	2 1/2
Deck Beams	8	8	7	7 1/4	7 1/4	6	-	-	-	Sheer Strakes	"	"	Ceiling 'twixt Decks	"	"
Hold Beams	8	8	7	7 1/4	7 1/4	6	-	-	-	Plank Sheers	2 1/2	"	Hold Beam Shelves	"	"
Keel	9 1/2	11	-	-	9	9	-	-	-	Waterways	7 1/4	2 1/4	Deck Beam Ditto	"	"
Scarp of Ditto	60	-	-	-	9	9	-	-	-	Ditto, faying surface against Timbers	4 3/4	4			
Keelsons	12 1/2	12 1/4	-	-	10	10	-	-	-	Upper Deck	2 1/2	2 1/4			
Scarp of Ditto	60	-	-	-			-	-	-						

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

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	-	1	1 1/2	Transoms and throats of Hooks	-	7/8	1 3/8
Scarp of Keel, N° 6	-	7/8	3/4	Arms of Hooks	-	3/4	3/4
Keelson Bolts through Keel at each Floor	-	1	1 3/8	Thro' Bilge & Limber Strakes	-	7/8	1 3/8
Bolts thro' Heels of Timbers against Deadwood	-	7/8	3/4	Thickstuff over Double Floors	-	7/8	1 3/8
				Butt End Bolts	-	7/8	1 3/8
				Pintles of the Rudder	-	2 1/4	2
				Hold Beam Bolts in			
				Waterway			
				Knees			
				Shelf or Clamp			
				Deck Beam Bolts in			
				Waterway			
				Knees			
				Shelf or Clamp			
				Nails or Bolts in Flat of Deck			
				Treenails			

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is        Inches. The Space between the Top-Timbers is        Inches.  
 The Floors consist of o Oak The First Foothooks of o Oak  
 The Second Foothooks of o Oak The Third Foothooks and Top Timbers of o 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 1/8 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 o Oak of Windlass is o Oak  
 The Keel is o Oak The Main Keelson is o Oak & y Heart and ✓ free from all defects.  
 The Stem, and Stern Post of o Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of o Oak Deadwood, of o Oak and are ✓ free from all defects.  
 The Deck and Hold Beams of o Oak The Breasthooks of 2 Iron & o Oak The Knees of Iron  
**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is o Oak  
 or to the First Foothook Heads }  
 From the above named Height to the Light Water Mark o Oak  
 From the Light Water Mark to the Wales o Oak  
 The Wales and Black-strakes are o Oak The Topsides & Sheer-strakes o Oak  
 The Spirketting and Plank-sheers o Oak The Water-ways { Upper Deck Red Pine  
 Lower Deck ✓  
 The Decks y Pine 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 o Oak  
 The Ceiling, Lower Hold, and between Decks o Oak Shelf Pieces and Clamps o Oak  
**Fastenings.**—To Hold Beams ✓

Deck Beams Iron Staple Lodging Treenails in every space  
 Number of Breasthooks 2 Iron & Wood Pointers ✓ Crutches one Iron  
 Butt End Bolts are of 7/8 Iron in the Bottom: two Bolts in each Butt End one through and clenched.  
 Bilge and Limber Strakes are bolted through and clenched. Treenails of o Oak How Made Pointed  
 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

PL 4885-0321

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 <sup>o</sup> .			Fathoms.	Inches.		N <sup>o</sup> .	Weight.
2	Fore Sails,	Chain <i>Lead Prop</i> <sup>Lead cut</sup> 15-15	150	15/16	Bower, <i>Prop</i>	10-0	7.2.9
1	Fore Top Sails,	Hempen Stream Cable	75	6/16		9-10	6.3.19
2	Fore Topmast Stay Sails,	Hawser	"	5/16	Stream,		3.2.22
1	Main Sails,	Towlines	"	3/16			
1	Main Top Sails,	Warp	"	2/16	Kedge,		2.1.16
and <i>other necessary</i>		All of <i>good</i> quality.					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	2nd. When the Beams are put in, &c.	3rd. { When completed, and before the plank be painted or payed }
	<i>22<sup>nd</sup> August 1863</i>	<i>17<sup>th</sup> Nov<sup>r</sup></i>	<i>7<sup>th</sup> Jan<sup>y</sup> 1864</i>

*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*



© 2021

Lloyd's Register Foundation