

No. 2007 Survey held at Dartmouth Date 23rd April Recd 26/4/64 & 29/4
 on the B^e Agri Master H Winn 1864
 Tonnage Old Built at Dartmouth When built 1864 Launched April
254 New 264
 By whom built A Follett Owners J H Clark
 Part belonging to London Destined Voyage Algon Bay
 If 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.	
	11	5	24	2		14	0							
Scantlings of Timber.														
TIMBER AND SPACE	Sided.		Moulded.		Sided.		Moulded.		Outside.		INCHES.		Inside.	
Floors	23	9 1/2	23	9 1/2					Garboard Strakes	3	3	Limber Strakes	3 1/2	3 1/4
1 st Foothooks	9	9 1/2	9 1/2	9 1/2					Garboard to Bilge	"	"	Bilge Planks	"	"
2 nd Ditto	9	9 1/2	9 1/2	9 1/2					Bilge Planks	4	"	Ceiling in Flat	2 1/2	2 1/2
3 rd Ditto	9	9 1/2	9 1/2	9 1/2					Bilge to Wales	3	"	Ditto Bilge to Clamp	"	"
Top Timbers	16 1/2	16 1/2	16 1/2	16 1/2	5				Wales	4 1/2	4 1/4	Hold Beam Clamps	3	3 1/2
Deck Beams } N ^o 14 Average Space } 4 1/2	8 1/4	8 1/4	8 1/4	8 1/4					Topsides	4	3 1/2	Deck Beam Ditto	"	2 3/4
Deck Beams, length amidships	10	10	10	10					Sheer Strakes	"	"	Ceiling 'twixt Decks	2 1/2	2 1/4
Hold Beams } N ^o 11 Average Space } 4 1/2	10	10	10	10					Plank Sheers	3	3	Hold Beam Shelves	3	3 1/2
Hold Beams, length amidships	12	12	12	12					Water-Ways } Upper Deck	2	2	Deck Beam Ditto	3	3 1/2
Keel	12	12	12	12					Water-Ways } Lower Deck	2	2			
Scarphs of Ditto	12	12	12	12					Ditto, faying surface against Timbers	3	3			
Keelsons	12	12	12	12					Upper Deck	3	3			
Scarphs of Ditto	12	12	12	12										

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 1/8	1 1/8	1 1/8	Transoms and throats of Hooks	1 1/8	1 1/8	1 1/8
Scarphs of Keel, N ^o 7	1 3/8	1 3/8	1 3/8	Arms of Hooks	1 3/8	1 3/8	1 3/8
Keelson Bolts through Keel at each Floor	1 5/8	1 5/8	1 5/8	Thro' Bilge & Limber Strakes	1 1/8	1 1/8	1 1/8
Bolts thro' Heels of Timbers against Deadwood	3/4	3/4	3/4	Thickstuff over Double Floors	1 1/8	1 1/8	1 1/8
				Butt End Bolts	1 1/8	1 1/8	1 1/8
				Pintles of the Rudder	2 3/4	2 3/4	2 3/4
				Hold Beam Bolts in Waterway	1 1/8	1 1/8	1 1/8
				Hold Beam Bolts in Knees	1 3/4	1 3/4	1 3/4
				Hold Beam Bolts in Shelf or Clamp	1 3/4	1 3/4	1 3/4
				Deck Beam Bolts in Waterway	1 3/8	1 3/8	1 3/8
				Deck Beam Bolts in Knees	1 5/8	1 5/8	1 5/8
				Deck Beam Bolts in Shelf or Clamp	1 5/8	1 5/8	1 5/8
				Nails & Bolts in Flat of Deck	3/4	3/4	3/4
				Treenails	1 1/4	1 1/4	1 1/4

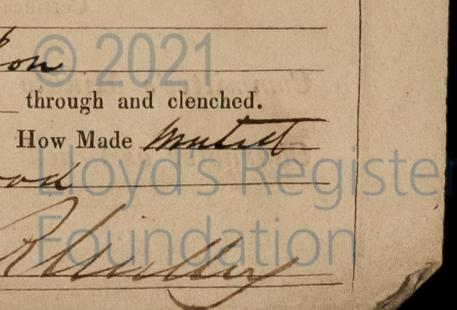
Timbering.—The Space between the Floor Timbers and Lower Foothooks is 8 Inches. The Space between the Top-Timbers is 8 Inches.
 The Floors consist of 8 Oak The First Foothooks of 8 Oak
 The Second Foothooks of 8 Oak The Third Foothooks and Top Timbers of 8 Oak
 The Shifts of the First and Second Foothooks 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 1/3 of the entire moulding at that place.
 The Frame is double chocked with 0 Butt at each end of the chock. The Main piece of Rudder is 8 Oak of Windlass is 8 Oak
 The Keel is 8 Elm The Main Keelson is Greenheart & 8 Oak and ✓ free from all defects.
 The Stem, and Stern Post of 8 Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of 8 Oak Deadwood, of 8 Oak and are ✓ free from all defects.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is 8 Elm
 or to the First Foothook Heads }
 From the above named Height to the Light Water Mark 8 Oak & Chestnut
 From the Light Water Mark to the Wales 8 Oak & Greenheart
 The Wales and Black-strakes are Greenheart The Topsides & Sheer-strakes Greenheart & Teak
 The Spirketting and Plank-sheers 8 Oak The Water-ways { Upper Deck Teak & 8 Oak
 Lower Deck ✓
 The Decks 4 Pine State of ✓
 The Shifts of the Planking are not less than 5 Feet 5 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 8 Oak & Greenheart
 The Ceiling, Lower Hold, and between Decks 8 Oak & Greenheart Shelf Pieces and Clamps 8 Oak & Greenheart
Fastenings.—To Hold Beams on iron hanging knees running down to floor to every beam end and 8th staple standards
 Deck Beams Dowelled on shelf, staple hanging knees in every space & 8th ms hanging knees forming the 4th 13th standards

Number of Breasthooks 4 Pointers 1st Iron Crutches 2 Iron
 Butt End Bolts are 4 Metal in the Bottom: 2 Bolts in each Butt End on through and clenched.
 Bilge and Limber Strakes on bolted through and clenched. Treenails of 8 Oak How Made nutted
 Thickstuff over Double Floors ✓ bolted through and clenched. General Quality of Workmanship in good
 We certify that the above is a correct description of the several particulars therein given
 Builder's Signature Henry Follett Surveyor's Signature W. H. ...

PL-1885-0323



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

She has SAILS.

CABLES, &c. The Society's Patent Machine

ANCHORS, and their weights.

N ^o .		Tons	Fathoms.		Inches.		Tons	N ^o .	Weight.
2	Fore Sails,	Chain <u>Proof 21.2.14</u>	212	19/4	1 1/2	Bower, .. <u>Proof 15.12.9.</u>	1	11.0.16	
2	Fore Top Sails,	Hempen Stream Cable	90	4	1/2	" .. <u>14.3.0</u>	1	9.3.8	
1	Fore Topmast Stay Sails,	Hawser .. <u>Chassis</u>	75	4	1/2	Stream <u>Proof</u>	1	4.2.14	
1	Main Sails,	Towlines	90	5	1/2	" .. <u>12.4.0</u>	1	4.0.0	
2	Main Top Sails,	Warp	"	4	1/2	Kedge,	1	2.0.0	
and <u>other necessary</u>		All of <u>good</u> quality.					1	1.0.0	

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

She has one Long Boat and one other

The present state of the Windlass is secure Capstan is Rudder is Pumps 2 low

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 11 Oct 1863

2nd. When the Beams are put in, &c. Jan 4 1864

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

The within named is a good built vessel. Frame well squared and free from warp. The planking, Beams, Waterways, Shelf pieces and materials are all of good quality and free from defects. She is also well fastened in accordance with the Rules, with Yellow Metal to the entire exclusion of Iron, and in my opinion fully entitled to her intended class.

The anchors for this vessel are those aboard which the owner Mr. Clark has corresponded with the Society.

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

If Sheathed, Doubled, Felted, or Coppered by Metal on Hull When last done is

I am of opinion this Vessel should be Classed 13 A 1

The Amount of the Fee.....£ 3 : 0 : 0 is received by me, M R Bentley

Special£ 12 : 14 : 0

Certificate£ : : 34

Committee's Minute 26th April 1864

Character assigned 1 for 13 Year

M R Bentley

