

[883A]

No. 669 Survey held at Hawle Date August 21/9/63 1863 669
 on the Yelverton Welsh Girl Master Davies
 Old 220 Built at Hayle When built 1863 Launched July
 New 137 By whom built Harvey & Co Owners Parsons &c
 Port belonging to Teath Destined Voyage Coasting
 If Surveyed while Building, Afloat, or in Dry Dock

Length aloft		Feet.	Inches.	Extreme Breadth Outside		Feet.	Inches.	Depth of Hold		Feet.	Inches.
		Sided.	IN SHIP.	Moulded.	REQUIRED PER RULE.	Sided.	Middle.	Ends.	Moulded.	INCHES.	Required per Rule.
Scantlings of Timber.		Outside.		Thickness of Plank.		Inside.					
TIMBER AND SPACE	20.20 1/2	21				Garboard Strakes	2 3/4	2 1/2		Limber Strakes	3/4
Floors	9 1/2	11	9	8 2/3	8 3/4	Garboard to Bilge	2 3/9	2 1/2	Bilge Planks	3 1/4	3
1 st Foothooks	8	9	8	7 1/4	7 1/4	Bilge Planks	5 1/2	3	Ceiling in Flat	2 1/4	2
2 nd Ditto	7 1/4	7 1/2	7	7 1/2	7 1/2	Bilge to Wales	5 1/2	3	Ditto Bilge to Clamp	2 1/4	
3 rd Ditto	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	Wales	4 1/2	4	Hold Beam Clamps		
Top Timbers	3	6 1/2	6 1/2	5 1/2	5 1/2	Topsides	3	2	Deck Beam Clamps		
Deck { N° 24 Average Space } 34 ft. 6 in.	10	10	8 1/2	8 1/2	7	Sheer Strakes	3	2	Deck Beam Ditto		
Beams { N° Average Space } none						Plank Sheers	2 3/4		Ceiling 'twixt Decks	2 1/4	2
Deck Beams, length amidships	23					Water-ways Upper Deck	3 1/4	4 1/2	Hold Beam Shelves		
Hold { N° Average Space } none						Ways Lower Deck	none		Deck Beam Ditto	6 1/10	
Hold Beams, length amidships						Ditto, faying surface against Timbers					
Keel	11	15%	11			Upper Deck	2 3/4	2 1/2			
Scarps of Ditto	6 ft.		4	9 in.							
Keelsons	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2						
Scarps of Ditto	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2						

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

Copper or Iron Inches in Ship.	Inches required per Rule	Copper or Iron Inches in Ship.	Inches required per Rule	Copper or Iron Inches in Ship.	Inches required per Rule
Heel-Knee, and Deadwood abaft	1 1/8	1		Transoms and throats of Hooks	
Scarps of Keel.....N°	3 1/4			Arms of Hooks	1 1/8
Keelson Bolts through Keel at each Floor	1 1/8	1 1/8		Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	3/4
Bolts through Heels of Timbers against Deadwood	3/4	1 1/8		Butt End Bolts	3/8
				Pintles of the Rudder	2 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 4 Inches. The Space between the Top-Timbers is 4 1/2 Inches.

The Floors consist of English oak 12

The First Foothooks of English oak 12

The Second Foothooks of 100 12

The Third Foothooks and Top Timbers of 100 12

The Shifts of the First and Second Foothooks are not less than 3 1/4 to 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 good

The alternate Frames are well 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 3/8 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock.

The Main piece of Rudder is English oak 12

The Main Keelson is English oak 12 and very free from all defects.

The Main piece of Windlass is English oak 12

The Stem, and Stern Post, consist of English oak 12

The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English oak 12

Deadwood, of lower pine or common and are very free from all defects.

The Deck and Hold Beams consist of English oak 12

The Breasthooks of oak & pine The Knees of iron

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is American pitch pine or oak

From the above named Height to the Light Water Mark English oak 12

From the Light Water Mark to the Wales English oak 12

The Wales and Black-strokes are English oak 12

The Topsides English oak 12

The Sheer-strokes and Plank-sheers English oak 12

The Water-ways { Upper Deck pitch pine or oak

The Decks yellow pine are good

Lower Deck English oak forward and aft

The Shifts of the Planking are not less than six 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 three between, and without step-butting.

Planking Inside.—The Limber-strokes and Bilge-strokes are English oak 12

The Ceiling, Lower Hold, and between Decks English oak 12 Shelf Pieces and Clamps English oak 12

Fastenings.—To Hold Beams none

Deck Beams English oak The top piece dwelled to beams and six pairs of iron
 lines of 3/8 each 2 1/4 in. thick and bar for bottom

Number of Breasthooks three Pointers

Crutches iron

Butts End Bolts are of metal in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes iron metal bolted through and clenched. Treenails of English oak How Made metal

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 Henry John Warren Surveyor's Signature P. R. M. J. 1863

in Harvey & Co. ff

PN2883A-028

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Her Masts, Yards, &c. are in all new ^{and} condition, and sufficient in size and length.

All new mast
best masts
third course
and

She has SAILS.

N.
Fore Sails,
Fore Top Sails,
Fore Topmast Stay Sails,
Main Sails,
~~Top Sails, Tubs~~
~~Square sail stays~~
and all necessary sails

CABLES, &c.

	Fathoms.	Inches.
Chain	215	1 1/2
Hempen Stream Cable	95	1 1/2
Hawser	85	5
Towlines	120	3
Warp	75	4
All all New quality.		

ANCHORS, and their weights.

N. Bower,	Weight. 10 cwt 14.1
Stream,	4
Kedge,	2
	1/2 840

Her Standing and Running Rigging all new & quite sufficient in size and good in quality.

She has ONE Long Boat and

The present state of the Windlass is New Capstan none Rudder New Pumps New soon

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 February March
2nd. When the Beams are put in, &c. April & May
3rd. { When completed, and before the plank be painted or payed July & August

The Frame of this vessel is very good and well put together with the Stem Sternpost Aftorn & all English

The Beams very well fitted & good quality and the Half piece well dowelled to them

The Planking outside very well fayed to the timbers and properly worked & very fair & clear of Sap

The Ceiling was very good but owing to the very hot weather had shrunk a little and has lost a few small lists here & there but none of importance

The main Bulkhead and Hatch thereon very good

The Fastening with treenails very good and more than one half perhaps near two thirds driven through and wedged all other fastenings good

The Materials Sails Cables Anchors Ropes and all others very good and sufficient

The Workmanship and completion of the vessel very good —

Having surveyed this vessel at the stated period, and visited the yard several times during her building — I beg to recommend her as fit for carrying perishable cargoes to any part of the world where her size may suit and to be classed

A.1. at Lloyd's for Sea years

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

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

Special £ : : :

Certificate £ : 2 : 6

Committee's Minute 11th September 1863

Character assigned 1 for 10 Years W.R.

R. R. Matthews
H. H.



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