

893

No. 373

Survey held at

St. Agnes
"Jewellas"

Date, first Survey

July 1875 East Survey

July 1876

on the

Schooner

"Jewellas"

Master

Radcliffe

Tonnage under Tonnage Deck

127-61

Jewellas

Ditto of Spar Deck, or Avoing Deck

Built at

St Agnes

When built

July

Launched

July 1878

Ditto of Poop, or Raised Qr. Dk.

By whom built

Hitching

Owners

M. J. Hitching

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage

Crew Space, as per Rule

6-57

Port belonging to

Hayle

Destined Voyage

Mediterranean

Register Tonnage, cut on Beam

121-10

Engine Room

If Surveyed while Building, Afloat, or in Dry Dock

At ways

Length as per section 39

27

Length of Keel

28

Feet

Inches

Extreme Breadth Outside

22

Feet

Inches

Depth of Hold

11

Feet

Inches

Number of Decks

One

Scantlings of Timber.

TIMBER AND SPACE	20 inches	19 1/2
Floors	8 10 1/2	8
1st Foothooks	8 8 3/4	7
2nd Ditto	7 7 3/4	6 1/2
3rd Ditto	6 6	6
Top Timbers	6 6	6
Deck { N° 26 Average Space }	3 feet 3 inches	8 1/2
Beams		8
Deck Beams, length amidships	22 feet	
Hold { N° Average }		
Beams		
Hold Beams, length amidships	10 13	10
Keel	5 feet 8	11
Scarp of Ditto	12 16	
Keelsons	12 12	
Scarp of Ditto	5 feet	

Outside Plank.

Garboard Strakes	2 3/4	2 1/2
Garboard to Bilge	"	"
Bilge Planks	5 1/2	"
Bilge to Wales	3	"
Wales	4 1/4	4
Topsides	3	2 3/4
Sheer Strakes	3	"
Plank Sheers	3	"
Water { Upper Deck }	10	4 1/2
Ways { Lower Deck }		
Ditto, faying surface against Timbers	5 1/2	5
Upper Deck	3	2 1/2

Dimensions of Ship per Register.

length *97* breadth *22* depth *11 1/2*

Inside Plank.

Limber Strakes	4	3 1/2
Bilge Planks	5	"
Ceiling in Flat	3	2
Ditto Bilge to Clamp	2 1/2	"
Hold Beam Clamps		
Deck Beam Ditto	4	3
Ceiling 'twixt Decks	3	2
Hold Beam Shelves		
Deck Beam Ditto		

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

Heel-Knee, & Deadw'd abaft	1 1/8	1	Transoms and throats of Hooks	1 1/8	1	Hold Beam { Waterway ..		
Scarp of Keel, N° 6	3/4	3/4	Arms of Hooks	7/8	3/4	Bolts in { Knees		
Keelson Bolts through Keel			Thro' Bilge and Limber Strakes	3/4	3/4	Shelf or Clamp		
at each Floor	1	7/8	Thickstuff over Double Floors	"	"	Deck Beam { Waterway ..		
Bolts thro' Heels of Timbers	3/4	7/8	Butt End Bolts	"	"	Bolts in { Knees		
against Deadwood	3/4	7/8	Short Bolts in Ceiling	"	"	Shelf or Clamp		
Frame Bolts	3/4	3/4	Pintles of the Rudder	2 1/4	2	Nails or Bolts in Flat of Deck		
						Treenails Inches	<i>One and a quarter</i>	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is *1 1/2 to 3* Inches. The Space between the Top-Timbers is *3 to 4* Inches.

The Floors consist of *English Oak* The First Foothooks of *English Oak*

The Second Foothooks of *English Oak* The Third Foothooks and Top Timbers of *English Oak*

The Main Keelson is *Pitch Pine* and free from all defects. The Shifts of the First and Second Foothooks are not less than *3 feet 9*

The Transoms, Knightheads, Hawse Timbers, & Aprons of *E. O.* ditto. N.B. When less than prescribed by the Rule, state how many.

Deadwood, of *Elm and Oak* and " ditto. The rest of the Shifts of the Frame are *very good*

The Stem, and Stern Post of *English Oak* ditto. The Frame is *well* squared from First Foothook Heads upwards,

The Deck and Hold Beams of *English Oak* and *free from sap*, and from thence downwards, the frame is *good*

The Breasthooks of *Iron 12/- English Oak 1/1* The Butts of the Timbers are *quite* close together; their thickness not

The Knees of *English Oak* The Keel of *Pitch Pine* less than *one third* of the entire moulding at that place.

The Main piece of Rudder of *E. Oak* of Windlass of *E. Oak* The Frame is *chocked with a* Butt at each end of the chock.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is *Pitch Pine and Elm*

or to the First Foothook Heads } From the above named Height to the Light Water Mark *Pitch Pine*

From the Light Water Mark to the Wales *Pitch Pine*

The Wa and Black-strakes *Greenheart Pitch Pine* The Topsides & Sheer-strakes *English Oak*

The Spiketting and Plank-sheers *English Oak* The Water-ways { Upper Deck *Pitch Pine*

The Decks *Yellow Pine* State of *very good* Lower Deck

The Shifts of the Planking are not less than *Five 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-strakes and Bilge-strakes are *Pitch Pine*

The Ceiling, Lower Hold, and between Decks *Pitch Pine* *Clamps* *Pitch Pine Edge bolted*

Fastenings.—To Hold Beams

Deck Beams *No English Oak knees to each Beam End with Four Pair of Iron Rides*

from Deck Beams to Floor Heads - No Bolt in each Floor

Number of Breasthooks *Three* Pointers *one pair* Crutches

Butt End Bolts are of *Yellow Metal* in the Bottom *No* Bolts in each Butt End

Bilge and Limber Strakes *are* bolted through and clenched. Treenails of *English Oak* How Made *United*

Thickstuff over Double Floors *are* bolted through and clenched. General Quality of Workmanship *very good*

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature *M. J. Hitching*

Surveyor's Signature *M. J. Hitching*

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

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	150	1	12.0.0	7/8	10.0.0	Bowers	2	6.0.8	8.8.3.0	5 3/4	8.0.0
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).						(State Machine where Tested, and name of Superintendent).					
	Fore Topmast Stay Sails,	Hempen Stream Cable	75	7	9	12 April 1876		Dates of Certificates					
	Main Sails,	Hawser	75	4				Stream	1	2.2.0			
	Main Top Sails,	Towlines	75	5 1/2				Kedges	1	1-0.25			
	and	Warp	120	2 1/2									
		All of <u>good</u> quality											

Her Standing and Running Rigging are sufficient in size and in quality. She has one Long Boat and one other

The present state of the Windlass is good Capstan and Rudder good Pumps good

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

No Hanging Ports on each side

Cargo Hatchways.—How formed? by Coaming / 10 ft long / State size Nine feet Seven feet

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? None

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size Nine feet

Order for Special Survey, No.	DATES of Surveys	1st. When the Frame is completed
Date	held while build-	2nd. When the Beams are put in, &c.
Order for Ordinary Survey, No.	ing, as per Section	3rd. When completed, and before the plank be painted or payed
Date	35.	

See letter also board + cleary in July 75

General Remarks. This vessel was commenced in June 1875 intended for the A1. 11 year grade - the Builder having commenced to fasten with Yellow Metal has continued throughout to the exclusion of Iron as per Rule Section 46. A2 Paragraph - - - with the exception of the Frame Bolt, which are of Iron / 2 On account of her length - the Committee directed Six Pair of Riders from Beams to Floor Beams - in lieu of Strapping. There is, Four Pair only fitted. The Builder states he was given to understand in London that Four Pair of Riders would be sufficient, in addition to Stouter clamps double and "up and down" bolted and an increase generally in size of Planking - He now claims Two years for mixed material by giving her Oak Top Sides Sheer Strakes - all Oak Beams / instead of originally part Pitch Pine / and Three Strakes of Beams. Green Heart. - She is salted throughout, and is very strong her Keelson and Rider being 28 inches

+ Bolt through Limber Strakes / don't clenched on frame

The Builder is under the impression that she deserves to be classed as follows - viz

For Wood	9 years
" Mixed material	2 00
" Metal fastening	2 00
" Salting	1 00
	14 years

This is a very superior little vessel - and no expense has been spared to make her so - - -

I have pointed out to Mr. Hitchens that his chains are not sufficient - according to Rule - - he is of opinion they are

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled With one felt When last done July 1876

I am of opinion this Vessel should be Classed A1. 14 years if the Committee decide to allow 2 years for fastening

The amount of the Entry Fee.....£ 2 : 0 : 0 : 0 is received by me,

Travelling Expenses, Special.....£ 9 : 0 : 0 :

(if any) £ 4.8.0 Certificate..... : 2 : 6 :

Committee's Minute 20 July 1876

Character assigned 12 A ✓

9 + 12 years mark
Salted &c

