

No. 2455 Survey held at Wardham Date April 26 1889
on the ship "Bundalea" Master Robert Phillips
Tonnage under tonnage deck 201.36 Built at Shedden When built 1889 Launched 27 March 1889
Ditto of upper 14.54 By whom built Humphreys Owners Richard Cannon & Co
Ditto of lower 14.24 Port belonging to Shedden Destined Voyage Adelaide
Total tonnage 215.80
If Surveyed while Building, Afloat, or on Dry Dock Under Special Survey

Length as per section 89 ..	Feet. 190.	Inches. 410.	Extreme Breadth Outside	Feet. 34	Inches. 75	Depth of Hold	Feet. 20	Inches. 15	Number of Decks 2
Length of Keel	191		IN SHIP. Moulded. Sided.	REQUIRED PER RULE. Moulded. Sided.		(Depth from limber-strakes to under side of lower deck beam 11.5)			
Scantlings of Timber.			Middle.	Ends.	Middle.	Ends.	Outside Plank.		
TIMBER AND SPACE	33 1/2		33 1/4				INCHES. In Ship. Required Rule.		
Floors	12 1/2	13	13	13	13	13	Garboard Strakes .. 0 4 1/4		
1st Foothooks	12 1/4	12	12	12 3/4	13 3/4	12 1/4	Garboard to Bilge .. 4 1/2 to 5 4 1/4		
2nd Ditto	12	11	11	11 3/4	11 3/4	11 3/4	Bilge Planks 5 1/2 to 5 3/4 4 1/4		
3rd Ditto	10 1/2	11	10	10 1/4	10 3/4	10 1/4	Bilge to Wales ... 5 x 5 1/2 4 1/4		
Top Timbers	12						Wales 5 3/4 5 1/2		
Deck { N° 12 Average Space }	10	10	10	9 3/4		11 1/4	Topsides 4 1/2 to 5 4 1/4 to 5 1/4		
Beams { N° 11 Average Space }	10	10	10	9 3/4		11 1/4	Sheer Strakes 4 1/2 4 1/4		
Deck Beams, length amidships	12 1/2						Plank Sheers 4 4		
Hold { N° 11 Average Space }	10	10	10	9 3/4		11 1/4	Water-Upper Deck 13 1/2		
Beams { N° 11 Average Space }	10	10	10	9 3/4		11 1/4	Ways { Lower Deck 24 1/2		
Hold Beams, length amidships	12 1/2						Ditto, faying surface against Timbers .. 9 1/2 7 1/2		
Keel	15	15	15	15	15	15	Upper Deck 3 3/4 3 1/2		
Scarpings of Ditto	10	10	10	10	10	10			
Keelsons	16	14	10	15	15	15			
Scarpings of Ditto	10	10	10	10	10	10			

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 24 1/2 Inches. The Space between the Top-Timbers is 4 1/2 Inches.
The Floors consist of Baltic Oak The First Foothooks of Baltic Oak
The Second Foothooks of Baltic Oak The Third Foothooks and Top Timbers of Baltic Oak
The Shifts of the First and Second Foothooks are not less than 4 1/2 N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are the same

The Frame is well squared from First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is good
The frames are all bolted together to the Gunwale. N. B. If not, state how bolted.
The Butts of the Timbers are all close together; their thickness not less than 4 1/2 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 Baltic Oak of Windlass is Baltic Oak
The Keel is Greenheart The Main Keelson is Greenheart and is free from all defects.
The Stem, and Stern Post of Baltic Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Baltic Oak Deadwood, of Baltic Oak and are well free from all defects.
The Deck and Hold Beams of Baltic Oak The Breasthooks of Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is American Elm & Pitch Pine
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 Wales and Black-strakes are Pitch Pine The Topsides & Sheer-strakes Pitch Pine
The Spirketting and Plank-sheers Pitch Pine The Water-ways { Upper Deck Pitch Pine
Lower Deck Pitch Pine
The Decks Yellow Pine State of good
The Shifts of the Planking are not less than 6 Feet 12 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-buttling.

Planking Inside.—The Limber-strakes and Bilge-strakes are American Elm
The Ceiling, Lower Hold, and between Decks Pitch Pine Shelf Pieces and Clamps Greenheart
Fastenings.—To Hold Beams 12 pairs of iron and 12 pairs of knee pieces
switched to beams and through bolted to ship's side

Deck Beams secured with iron Maple Rods in pairs to each beam, & staple standards & 22 pairs of iron from knees through, bolted
Number of Breasthooks none Pointers none Crutches none
Butt End Bolts are of Yellow Metal in the Bottom. one Bolts in each Butt End one through and clenched.
Bilge and Limber Strakes do do bolted through and clenched. Treenails of Baltic Oak How Made ironed
Thickstuff over Double Floors do do 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 John Humphreys Surveyor's Signature J. H. Little

