

No. 383 Survey held at PortmadocDate 25th Sept 1850 184on the Barge Henry Jones Master John JonesTonnage 353 Built at Portmadoc When built Launched 7th Sept 1850By whom built Henry Jones Owners Henry JonesPort belonging to Portmadoc Destined Voyage Portmadoc to LiverpoolIf Surveyed Afloat or in Dry Dock astly on hard Gravel Beach

Length aloft	Feet. Inches.	102	1	Extreme Breadth	Feet. Inches.	24	2	Depth of Hold	Feet. Inches.	17	3		
Scantlings of Timber.				Thickness of Plank.									
Room and Space	Inches.	12			Outside.	Inches.		Inside.	Inches.				
Floors	sided	11	Moulded	11	Keel to Bilge	3 1/2		Limber Strakes	3 1/2				
1 st Foothooks	"	10	"	9 1/2	Bilge Planks	N ^o 2 average	4 1/2	Bilge Planks	3 each side	3 1/2			
2 nd Ditto	"	9	"	9	Bilge to Wales	to Foothooks	3 1/2	Ceiling in Flat		2 1/2			
3 rd Ditto	"	8	"	8	Wales	average	4 1/2	Ditto Bilge to Clamp		2 1/2			
Top Timbers	"	7 1/2	"	7	Topsides		2 1/2	Hold Beam Clamps		3			
Deck Beams N ^o 23	Average Space	4 feet	"	10	Sheer Strakes	two each side	3 1/2	Deck Beam Ditto		3			
Hold Beams N ^o 12	Average Space	one under each Deck Beam	"	11	Plank Sheers		3 1/2	Ceiling 'twixt Decks		2 1/4			
Keel	"	12	"	12	Water-Ways		6	Hold Beam Shelves		4 1/2			
Kelsons	"	13	"	13 1/2	Upper Deck		3 1/2	Deck Beam Ditto		4 1/2			
Size of Bolts in Fastenings, distinguishing whether													
Copper or Iron.				Iron.									
Heel-Knee, and Dead Wood abaft	Feet. Inches.	1	1/8	Copper or Iron.				Iron.					
Scarphs of Keel	two in each	N ^o 8	1	Bolts thro' the Bilge and Limber Strakes				13 1/6	Hold Beam	1			
Floor Timber Bolts		1		Butt End Bolts				13 1/4	Deck Beam	7 1/8			
Kelson ditto		1		Lower Pintle of the Rudder				3 1/8					
Transoms and throats of Hooks		1											
Arms of Hooks		7	1/8										

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British Oak and are quite free from all defects.

The Floors and first Foothooks are composed of British Oak Timber.

The other Foothooks and Top Timbers of British Oak

The Shifts of the first and second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 feet Six Inches

The Frame is well squared from the first Foothook Heads upwards, and very nearly free from sap, and from thence downwards, the frame is well squared

The alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are quite close together; their thickness not less than 1/3 of the entire moulding at that place.

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

The Main Kelson is composed of British Oak and the False Kelson of British Oak Foreign White Oak

The Scarphs of the Kelsons are not less than 7 feet inches.

The Deck and Hold Beams are composed of Deck Beams of English Oak Hold Beams of Morra & English Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Red Elm, restricted as prescribed by Rule

From the first Foothook Heads to the Light Water Mark of Foreign White Oak met with English Oak at both Ends of Vessel

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of English Oak & Greenheart The Topsides of British Oak

The Sheer-strakes and Plank-sheers of Greenheart & British Oak The Water-ways of Greenheart British Oak in Turn of Bows

The Decks of Yellow Pine, without any Break Cabin on Deck State of first quality

The Shifts of the Planking are not less than 5 1/4 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. Partial in the lower part of the hold The Planking is wrought with a Strake between

Planking Inside.—The Limber-strakes are composed of Morra two Strakes each side the Bilge Planks of British Oak & Morra

The Ceiling, Lower Hold, of British Oak Between Decks of British Oak British Oak

Deck & Hold } Shelf Pieces of British Oak -- Hold Beam Clamps Clamps of English Oak two Strakes each side Deck Beam Clamps of

Fastenings.—To Hold Beams Double Lodging English Oak Nails to each Beam Five & a half On arrival at Liverpool

the Owner intend to have Eight or Nine Pairs of Iron hanging Nails fixed to Hold Beams as additional strength

Deck Beams Double Lodging English Oak Nails to each Beam Five & a half and have now arrived at Portmadoc

Nine Pairs of Iron hanging Nails, which she intend to fix to Deck Beams before she sails for Liverpool Long had

Number of Breasthooks Six two Pairs of Pointers fixed on Fore and Aft Crutches two Pairs in after Cabin & three Pairs of Pointers

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

Bilge and Limber Strakes D D Galls bolted through and clenched. Treennails of English Oak Planned Loose in Bottom through

General Quality of Workmanship is of first quality, in its different Branches

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature Henry Jones

Surveyor's Signature

John Jones

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .	Fathoms.	Inches.	N ^o .		
Fore Sails,	240	Chain	3	Bower,	<u>Cook 52</u>
Fore Top Sails,		Hempen Stream Cable	1	Stream,	<u>9-1-19</u>
Fore Topmast Stay Sails,	90	Hawser	8	Kedge,	<u>2-3-</u>
Main Sails,	90	Towlines	6		<u>1-2-5</u>
Main Top Sails,	90	Warp	4		
and		All of <u>best</u> quality.			

Her Standing and Running Rigging are full sufficient in size and of very best in quality.

She has One strong new Long Boat and Two other good new Boats all Copper fastened

The present state of the Windlass is with new Capstan is of Sound English Oak and Rudder is main piece is English Oak
Patent Purchase and double Purchase Winch and three lower Distles & mixed

General Remarks—Statement and Date of Repairs.

In this Vessel the Held Beam Sheels (which are nearly even with the lower edge of the Decks) together with the Held Beam Clamps are sufficiently bolted ^{through} the Vessel's Sides with Mixed Metal through the Clench. In the Bilge Planks from Foremast to Main Mast, there are two bolts of Mixed Metal through the Clench in each. Set of Timber in One or Other of the thick Bilge Strakes. The Timber Strakes are bolted down to the Floors & one bolt of Mixed Metal in every Floor through the Clench. The Centre Bolts in Helsons, Floors, & Deadwoods are Mixed Metal. The three lower Breasthooks in Centre & Arms, and the Painter, below them are bolted with Mixed Metal through the Clench. The lower Transoms in Centre & Arms, together with the Painter & Brackets from Copper downward, are bolted with Mixed Metal through the Clench.

I have seen and examined the Vessel at least six different times during the progress of her being Built & to the best of my knowledge she is built in conformity with the Rules for the 12A Class.

If from these reports the Committee may find some deficiency in Stores &c. The Owner is willing to make it up at Liverpool, provided such deficiency may be pointed out, with

She has Sails Copied from Certificates of Testing the Chains

	Fath -	Size	Tons, Cwt, qrs
2 Fore sails			
1 Sq Main sail	90	1 1/4 Studed, Sustained a Tension equal to	25-0-0
4 Top sails & 2 Gull sails	90	1 1/4 D	25-0-0
1 Spanker & 2 Royals	60	13/16 Studed	10-12-0
1 Fore Spencer			
1 Mizzen Stay sail			
3 Topmast Stay sails			
2 Jibs			
2 Lower Studying Sails			
3 Topmast D			
3 Topgallant D			

Marked in Link as usual
Sold to Mr Henry Jones 20th day of Aug^r

Signed Henry Wood

If Sheathed, Doubled, Felted, or Coppered To be Copied When last done

I am of opinion this Vessel should be Classed 12A1

The Amount of the Fee.....£ 4 : 0 : 0 is received by me,

Special£ : :

Certificate (if required)£ : :

Committee's Minute 27th Sept 1845

Character assigned A1

John Jones

Surveyor

22nd Apr 1850

Up my Conf

Deferred for a Rep
write Surveyor
22nd Apr 1850



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