

No. 30 Survey held at Aspleydon Date July 2nd 1856 Recd 8/9/58 1856
 on the Barque - Ocean Mail Master
 Tonnage under tonnage deck 394 Built at Prince Edward Island When built 1856 Launched
 Ditto of poop or spar deck By whom built Ellis Owners James Geo
 Total tonnage 394 Port belonging to Prince Edward Island Destined Voyage
 Surveyed while Building, Afloat, or in Dry Dock Yes dry dock (P.E. Island 614) 4-7-56

Length as per section 39 ..		Feet.		Inches.		Extreme Breadth Outside		Feet.		Inches.		Depth of Hold		Feet.		Inches.		Number of Decks	
Length of Keel						IN SHIP. Moulded.		REQUIRED PER RULE.		Moulded.		(Depth from limber-strakes to under side of lower deck beam ..)							
Scantlings of Timber.																			
TIMBER AND SPACE						Sided, Middle. Ends.						Outside Plank.		INCHES.				Dimensions of Ship per Register,	
Floors												Garboard Strakes ..		In Ship.		Required per Rule.		length breadth depth	
1st Foothooks												Garboard to Bilge ..							
Ditto												Bilge Planks							
Ditto												Bilge to Wales							
Timbers												Wales							
Average } Space }												Topsides							
ams, length amidships												Sheer Strakes							
Average } Space }												Plank Sheers							
length amidships												Water-Upper Deck							
Ditto												Ways Lower Deck							
Ditto												Ditto, faying surface							
Ditto												against Timbers ..							
Ditto												Upper Deck							

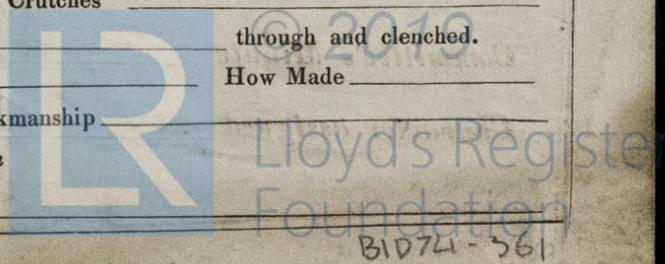
of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.		Copper or Y.M. in Ship.		Iron in Ship.		Inches required per Rule		Copper or Y.M. in Ship.		Iron in Ship.		Inches required per Rule	
Deadw'd abaft								Hold Beam		Waterway ..			
Keel, N°.								Bolts in		Knees			
s through Keel										Shelf or Clamp			
or								Deck Beam		Waterway ..			
Keels of Timbers								Bolts in		Knees			
adwood										Shelf or Clamp			
								Nails or Bolts in Flat of Deck					
								TreenailsInches					

The Space between the Floor Timbers and Lower Foothooks is _____ Inches. The Space between the Top-Timbers is _____ Inches.
 consist of _____ The First Foothooks of _____
 Foothooks of _____ The Third Foothooks and Top Timbers of _____
 the First and Second Foothooks are not less than _____ N. B. When less than prescribed by the Rule, state how many.
 e Shifts of the Frame are _____
 squared from First Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is _____
 Frames are _____ bolted together to the Gunwale. N. B. If not, state how bolted.
 the Timbers are _____ close together; their thickness not less than _____ of the entire moulding at that place.
 chocked with _____ Butt at each end of the chock. The Main piece of Rudder is _____ of Windlass is _____
 The Main Keelson is _____ and _____ free from all defects.
 nd Stern Post of _____ The Transoms, Knight Heads, Hawse Timbers,
 ns of _____ Deadwood, of _____ and are _____ free from all defects,
 d Hold Beams of _____ The Breasthooks of _____ The Knees of _____
Outside.—From the Keel to the Height defined in Note to Table A } the Plank is _____
 or to the First Foothook Heads }
 ve named Height to the Light Water Mark _____
 ght Water Mark to the Wales _____
 and Black-strakes are _____ The Topsides & Sheer-strakes _____
 etting and Plank-sheers _____ The Water-ways { Upper Deck _____
 Lower Deck _____
 ks _____ State of _____
 s of the Planking are not less than _____ 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 _____ between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are _____
 The Ceiling, Lower Hold, and between Decks _____ Shelf Pieces and Clamps _____
Fastenings.—To Hold Beams _____

 Deck Beams _____

 Number of Breasthooks _____ Pointers _____ Crutches _____
 Butt End Bolts are of _____ in the Bottom. _____ Bolts in each Butt End _____ through and clenched.
 Bilge and Limber Strakes _____ bolted through and clenched. Treenails of _____ How Made _____
 Thickstuff over Double Floors _____ bolted through and clenched. General Quality of Workmanship _____
 We certify that the above is a correct description of the several particulars therein given
 Builder's Signature _____ Surveyor's Signature _____



B1074-561

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

No.	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.	Test as per	W'ght req'd	Test req'd
										Ex. Stock.	Certificate.	per Rule.	per Rule.
✓	Fore Sails,	Chain	240	1 3/4	28.10	1 3/8	25 3/4	Bowers	3	15.1.25	16.18.113.20	15.20	15.20
✓	Fore Top Sails,									14.9.0	15.18.0.4	13.2.	15.20
✓	Fore Topmast Stay Sails,	Hempen Stream Cable	90	7 3/4				Stream	1	7.2.25	West		
✓	Main Sails,	Hawser	90	5 1/2				Kedges	2	3.0.19	stock		
✓	Main Top Sails,	Towlines								1.2.5			
		Warp											

and other a complete set of good quality.
 Her Standing and Running Rigging is sufficient in size and good in quality.

She has One Long Boat and a Colly ditto
 The present state of the Windlass is good Capstan ✓ Rudder good Pumps good

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

General Remarks

Two new Ridge Bulboms, 4 1/2 ft x 9 x 10 ins and two Sister Bulboms, 6 1/2 ft x 11 x 10 ins. Juniper Red Pine fastened with iron bolts, caulked from the keel to gunwale and over all, and sheathed with white pine 1 inch thick upon feet fastened with galvanized nails to 3 ins forward & 10 ft 3 ins aft, one new rudder brace & bolts of yellow metal, and sheathed with yellow metal upon the wood sheathing to 6 ft 4 ins, fore & aft 4 ins aft, new fore and main masts.

The Crown anchor & Chain & Cables appear by the Certificates dated 9th, 6th & 9th, 1866. April 1st, July 1st, 1867 & July 23rd, 1868 to have been tested at the Public Chain and Anchor Public Works
 Signed Thos. Crook Esq.

Present condition of Caulking of Bottom, good Deck, good and Waterways good
 If Sheathed, Doubled, Felted, or Coppered Yellow metal on wood when last done now done

I am of opinion this Vessel should be Classed A 2.

The Amount of the Fee.....£ 1 : : is received by me,
 Special£ 2:12:6 Exp. 2, 10, 6
 Certificate£ :5:

Committee's Minute 9th September 1868
 Character assigned A 2

