

No. 2722 Survey held at Aberayron Date 29 June Recd 4/1/64 2722
 on the Brigantine "Oronsa" Master Lewis Jones
 Tonnage Old New 158 7/4 Built at Aberayron When built 1864 Launched 7 May 1864
 By whom built John Harris Owners Jones & others
 Port belonging to Aberayron Destined Voyage Aberayron to Mediterranean
 Surveyed while Building, Afloat, or in Dry Dock while building

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	Feet.	Inches.	Feet.	Inches.		Feet.	Inches.	Feet.	Inches.		Feet.	Inches.		
96	1	1	22	9	12	4	12	4	5					

Scantlings of Timber.	IN SHIP. Moulded.			REQUIRED PER RULE. Moulded.		
	Sided.	Middle.	Ends.	Sided.	Middle.	Ends.
TIMBER AND SPACE	2 1/2			2 1/2		
Floors	11 1/2	12		8	8	
1st Foothooks	9	9		7	7	
2nd Ditto	8 1/2	9		6 1/2	7	
3rd Ditto	7	7		6	6	
Top Timbers	7	7	5	6	4	
Deck Beams } No. 19 Average Space } 4 feet	8	8	6 1/2	7 1/4	6 1/2	
Hold Beams } No. 2 Average Space }	9	9				
Hold Beams, length amidships	2 1/2 feet					
Keel	11 1/2	13		10	10	
Scarpns of Ditto	6 feet			4	6	
Keelsons	14	16		11	11	
Scarpns of Ditto	6 feet			5	6	

Outside.	INCHES.		Inside.	INCHES.	
	In Ship.	Required per Rule.		In Ship.	Required per Rule.
Garboard Strakes	3 1/2	3 1/2	Limber Strakes	3 1/2	3
Garboard to Bilge	3 1/2	2 1/2	Bilge Planks	3 1/2	3
Bilge Planks	5	2 1/2	Ceiling in Flat	2 1/2	2
Bilge to Wales	2 3/4	2 1/2	Ditto Bilge to Clamp	2 1/2	2
Wales	4 1/2	4	Hold Beam Clamps	3 1/2	3
Topsides	3 1/2	3	Deck Beam Ditto	3 1/2	3
Sheer Strakes	3 1/2	3	Ceiling 'twixt Decks	2 1/2	2
Plank Sheers	3 1/2	2 1/2	Hold Beam Shelves	-	-
Water-Ways } Upper Deck	8 x 8	4 1/2	Deck Beam Ditto	-	-
Water-Ways } Lower Deck					
Ditto, faying surface against Timbers	3 1/2	4 1/2			
Upper Deck	3 1/2	2 1/2			

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

Part	Copper or Y.M. in Ship.			Iron in Ship.			Inches required per Rule
	Inches	Number	Notes	Inches	Number	Notes	
Heel-Knee, & Dead'w'd abaft	1	1		1	1		
Scarpns of Keel, No. 6	1	1		1	1		
Keelson Bolts through Keel at each Floor	1	1		1	1		
Bolts thro' Heels of Timbers against Deadwood	2	2		2	2		
Transoms and throats of Hooks	1	1		1	1		
Arms of Hooks	1	1		1	1		
Thro' Bilge & Limber Strakes	1	1		1	1		
Thickstuff over Double Floors	1	1		1	1		
Butt End Bolts	1	1		1	1		
Pintles of the Rudder	1	1		1	1		
Hold Beam Bolts in Waterway	3	3		3	3		
Hold Beam Bolts in Knees	3	3		3	3		
Hold Beam Bolts in Shelf or Clamp	3	3		3	3		
Deck Beam Bolts in Waterway	3	3		3	3		
Deck Beam Bolts in Knees	3	3		3	3		
Deck Beam Bolts in Shelf or Clamp	3	3		3	3		
Nails or Bolts in Flat of Deck	nails			nails			
Treenails	1 1/4			1 1/4			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 16 1/2 Inches. The Space between the Top-Timbers is 36 1/4 Inches.
 The Floors consist of Long Oak The First Foothooks of Long Oak
 The Second Foothooks of Long Oak The Third Foothooks and Top Timbers of Long 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 good
 The Frame is well squared from the First Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is well squared
 The alternate 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 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 Long Oak of Windlass is Long Oak
 The Keel is D. P. Elm The Main Keelson is Long Oak and free from all defects.
 The Stem, and Stern Post of Long Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Long Oak Deadwood, of Long Oak and are free from all defects.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is D. P. Elm
 or to the First Foothook Heads }
 From the above named Height to the Light Water Mark Long Oak
 From the Light Water Mark to the Wales Long Oak
 The Wales and Black-strakes are Long Oak The Topsides & Sheer-strakes Long Oak
 The Spirketting and Plank-sheers Long Oak The Water-ways } Upper Deck Long Oak
 } Lower Deck
 The Decks Yellow Pine State of good
 The Shifts of the Planking are not less than 5 Feet 0 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 3 between, and without step-butting is on in between at in Wales

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

Deck Beams Lodging Nails in each Beam space and 6 pairs of Hanging Nails including two pairs which extend to 2 floors
 Number of Breasthooks 4 Pointers one pair Crutches one
 Butts End Bolts are of Y. Metal in the Bottom, and two Bolt in each Butt End one through and clenched.
 Bilge and Limber Strakes Y. Metal bolted through and clenched. Treenails of Long Oak How Made turned
 Thickstuff over Double Floors Y. Metal 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 _____ Surveyor's Signature Thomas Conydon
 BRS80-292

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 . Weight.
<u>one</u>	Fore Sails,	Chain	180 1 1/2	Bower,	2 8.3.5
<u>complete</u>	Fore Top Sails,	Hempen Stream Cable	60 1/2		2 8.2.18
<u>suit</u>	Fore Topmast Stay Sails,	Hawser	90 5 1/2	Stream,	1 2.3.11
	Main Sails,	Towlines	90 3 1/2		
	Main Top Sails,	Warp		Kedge,	2 1.2.1
	and <u>spare sail</u>	All of <u>good</u> quality.			

Her Standing and Running Rigging Heavy sufficient in size and good in quality.

She has one Long Boat and one other good Boat

The present state of the Windlass is and Whit Capstan and Rudder good Pumps two Cast Metal

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 1st June 1863

2nd. When the Beams are put in, &c. 20 October 1863

3rd. { When completed, and before the plank be painted or payed } 19 April 1864, 28 June 1864 and other occasions

The scantling of frames, thickness of inside and outside plating and sizes of fastenings are all in excess of the Rules. Testing Certificates of Bower anchors tested to 9 1/2 Tons and Bower Chain to 20 1/2 Tons produced. The case of step-butting in Wales is amply compensated for by the Hanging trees additional to the requirements of Rules.

The "Crown" is a well built little vessel and I would recommend her to the Committee for the 12 A1 grade.

* Capt. Jones. Builder. Alarcon. M

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

If Sheathed, Doubled, Felted, or Coppered Single bottom When last done _____

I am of opinion this Vessel should be Classed 12 A1

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

June 1864 Special£ 2 : 2 received at each of the two Surveys and admitted. Quarter ending 30 June 31 Dec 1863

X Certificate£ : 2 : 6

Committee's Minute 3rd July 1864

Character assigned 12 A1 for 12 Years

APPROVED

THOMAS CONYDON



Lloyd's Register Foundation