

No. 2242 Survey held at Glasgow Date 13th March 1847
on the Barque "McDonnell" Master Hugh McDonnell
Tonnage 513 Built at Monckton N. Brunswick When built Launched 10th Dec 1845
By whom built Wm Wright Owners W & J. McDonnell
Port belonging to Ardrohan Destined Voyage Baltimore
If Surveyed Afloat or in Dry Dock Patent Slip

Length aloft	Feet. 122	Inches. 3 1/2	Extreme Breadth	Feet. 30	Inches. 1	Depth of Hold	Feet. 19	Inches. 5		
Scantlings of Timber.			Thickness of Plank.							
Timber and Space	each	20	Outside			Inches.	Inside.			
Floors	sided	13	Moulded	13 1/2	13	Keel to Bilge	8 1/4	Foot Waling	4 1/2	
1st Foothooks	"	12 1/2	"	14	12	Bilge Planks	6	Bilge Planks	Lower 7 1/4	
2nd Ditto	"	11 1/2	"	12	10	Bilge to Wales	4	Ceiling in Flat	4	
3rd Ditto	"	11	"	10	9	Wales	8 Strakes	Ditto Bilge to Clamp	4 1/2	
Top Timbers	"	10	"	9	7	Topsides	4	Hold Beam Clamps	2 Strakes 5 1/2	
Deck Beams N° 22	Average Space	13	"	12	8	Sheer Strakes	2 Strakes 5 1/4	Deck Beam Ditto	5	
Hold Beams N° 14	Average Space	14	"	13	9	Plank Sheers	4	Ceiling 'twixt Decks	4 1/2	
Keel	"	13 1/2	"	16	-	Water-Ways	9	Hold Beam Shelves	8 X 12	
Kelsons	ins. pieces	13	"	13 1/2	-	Upper Deck	3 1/2	Deck Beam Ditto	8 X 12	
Rider		14 1/2		14 1/2	-	Stringer over Hold Beams 2 Strakes on each side			8 X 12	
Copper or Iron.			Size of Bolts in Fastenings, distinguishing whether						Iron.	
Heel-Knee, and Dead Wood abaft	Iron	1 1/4	Copper or Iron.							
Scarphs of Keel	N° 7	1	Bolts thro' the Bilge and	Foot Waling	1 1/2	Hold Beam	1 1/2			
Floor Timber Bolts		1 1/4	Butt End Bolts		3/4	Deck Beam	1			
Kelson ditto		1 1/4	Lower Pintle of the Rudder		3 3/4					
Transoms and throats of Hooks		1 1/4								
Arms of Hooks		1 1/2								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 2 Inches. The Space between the Top-timbers is 2 to 4 Inches. The Stem, Stern Post, are composed of Hackmatack & 2 W. Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Hackmatack and are free from all defects.

The Floors and first Foothooks are composed of Hackmatack Timber.

The other Foothooks and Top Timbers of Hackmatack

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

The rest of the Shifts of the Frame are

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

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

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

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

The Main Kelson is composed of Hackmatack and the False Kelson of Black Birch

The Scarphs of the Kelsons are not less than 6 feet inches.

The Deck and Hold Beams are composed of Hackmatack

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Black Birch

From the first Foothook Heads to the Light Water Mark of Hackmatack & Red Pine

From the Light Water Mark to the Wales of Hackmatack & Red Pine

The Wales and Black-strakes are of Hackmatack & Red Pine The Topsides of Red Pine

The Sheer-strakes and Plank-sheers of Hackmatack & Red Pine The Water-ways of Red Pine & Hackmatack

The Decks of Yellow Pine State of Good

The Shifts of the Planking are not less than 6 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 Strakes between

Planking Inside.—The Limber-strakes are composed of Hackmatack the Bilge Planks of Hack. & R. Pine

The Ceiling, Lower Hold, of Red Pine Between Decks of Red Pine

Shelf Pieces of Red Pine Clamps of Red Pine

Fastenings.—To Hold Beams Shelf. Double Hackmatack Lodging Nails to every Beam and 10 pair Iron Diagonal Hanging Nails 8 pair of which are connected to Riders

Deck Beams Shelf. double Hackmatack Lodging Nails to every Beam and 13 pair Iron diagonal Hanging Nails

Number of Breasthooks Five pair of pointers Pointers Aft two pair Crutches One

Butt End Bolts are of Yellow Metal in the Bottom, and One Bolt in each Butt End through and clenched.

Keel and Footwaling Yellow Metal bolted through and clenched.

Quality of Workmanship Good

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

Builder's Signature Surveyor's Signature

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 .	
2	Fore Sails,	270	Chain	1 1/2	3	Bower, ^{Cal. 97 lb} 24' 11" 12 = 21' 0" 14 = 17' 2" 2
2	Fore Top Sails,	80	Hempen Stream Cable	9	1	Stream, 9' 0" 0
2	Fore Topmast Stay Sails,	110	Hawser	8 1/2	1	Kedge, 4' 0" 0
1	Main Sails,	110	Towlines	6 1/2		
2	Main Top Sails,	120	Warp	6		
and all other requisite sails			All of <u>good</u> quality.			The two best Bower Anchors have Wooden Stocks

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

She has One 24 feet Long Boat and One 22 feet Tinnace & One 20 1/2 feet Solly Boat

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

General Remarks—Statement and Date of Repairs.

At Present on the Patent Slip - Fitted 9 pair of iron Rides on the joints of Floors & Footboards 8 pair of which are connected to Hold Beam Hanging Pieces - 18 pair diagonal Iron Hanging Pieces to Hold Beams & 13 pair to deck Beams. - ^{Caulked over all} Sheathed the Bottom with Yellow Metal 28.26 & 24 oz. over paper to the 1 1/2 feet Water line

She has a double stinger fore and aft over the ends of the Hold Beams, composed of two pieces (on each side) Hackmatack Wood Pine, Bolted to the Beams and out and in through every timber and fixed to the Stern frame

In my opinion this is a very strong substantial Built Vessel; was superintended while in progress of Building by a practical Shipwright sent by the Owners from Glasgow

The timbers of the frame examined at the air openings between decks, and at the first futtock heads, a stroke of plank having been left loose in the Ceiling for that purpose

She has a Popp & Figure Head

The Owner wishes me to state that this vessel was put on Blocks after she was Launched. and finished in February 1846

The Iron Bolts through the Hold Beam Hanging Pieces & Rides are clenched short on the Outside Planking with a graving piece of wood, ^{made} made watertight to protect them from the action of the Metal Sheathing

The Chain Cables have been tested at Liverpool when they were supplied and the strain applied to them marked at every 13 fathoms

Hold Beam spaces from Mast ^{double} 4 ft 4 in. 0" 6" 4" 7" 4" 5" 4" 6" 4" 6" 4" 11" 4" 4" 4" 5" 4" 6" 4" 7" 6" 11" 3" 6" 4" 0" 4" 8" 4" 6" 4" 3" 4" 1" 4" 8" 4" 5" =

Deck Beam spaces from Mast ^{double} 10" 0" 6" 4" 7" 4" 6" 4" 7" 4" 6" 4" 11" 4" 5" 4" 5" 4" 6" 4" 7" 6" 11" 4" 7" 4" 5" 4" 5" 4" 6" 4" 1" 4" 0" 4" 6" 4" 7" 5" 9" 3" 9" - And a Carling & ledgels between each

If Sheathed, Doubled, Felted, or Coppered Yellow Metal over paper When last done March 1847

I am of opinion this Vessel should be Classed C. A. 1.

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

^{Making off Rides, Rides & all the fitting} Special£ 4 : 4 : 0

Certificate (if required)£ 0 : 10 : 0

Committee's Minute 16th March 1847

Character assigned A

Please forward a Certificate of Classification, addressed to H. & J. M. Donnell, Salt Coats