

No. 644 Survey held at Hinsale Date 21st May 1894
on the Schooner "Bandon" Master William May
Tonnage 615 Built at Cantonment When built 1834
By whom built Jasper & Farrow Owners John W. Daniel
Port belonging to Hinsale Destined Voyage Coasting
If Surveyed Afloat or in Dry Dock Upon a Graving Bank Classed 4 B Ship omitted

Length aloft 310 Feet. 10 Inches. Extreme Breadth 16 Feet. 4 Inches. Depth of Hold 9 Feet. 6 Inches.

Scantlings of Timber.

Timber and Space.....	each	19	Inches.
Floors.....	sided	10	Moulded
1 st Foothooks.....	"	7	"
2 nd Ditto.....	"	"	"
3 rd Ditto.....	"	"	"
Top Timbers.....	"	6	"
Deck Beams N ^o <u>16</u> Average Space } <u>3 feet</u>	"	7	"
Hold Beams N ^o <u>3</u> Average Space }	"	7	"
Keel.....	"	10	"
Kelsons.....	"	12	"

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	2 1/4	Foot Waling.....	2
Bilge Planks.....	3	Bilge Planks.....	3
Bilge to Wales.....	2	Ceiling in Flat.....	2
Wales.....	3	Ditto Bilge to Clamp.....	2
Topsides.....	2	Hold Beam Clamps.....	3
Sheer Strakes.....	3	Deck Beam Ditto.....	5
Plank Sheers.....	4	Ceiling 'twixt Decks.....	2
Water-Ways.....	4	Hold Beam Shelves.....	"
Upper Deck.....	3	Deck Beam Ditto.....	"

Copper or Iron.

Heel-Knee, and Dead Wood abaft.....
Scarphs of Keel..... N^o.....
Floor Timber Bolts.....
Kelson ditto.....
Transoms and throats of Hooks.....
Arms of Hooks.....

Size of Bolts in Fastenings, distinguishing whether

Copper or Iron.

Bolts thro' the Bilge and Foot Waling.....
Butt End Bolts.....
Lower Pintle of the Rudder.....

Iron.

Hold Beam.....
Deck Beam.....

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Two Inches. The Space between the Top-timbers is Three Inches. The Stem, Stern Post, are composed of Irish Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Irish Oak and are — free from all defects, as far as can be seen.

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

The other Foothooks and Top Timbers of Irish Oak

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 —

The alternate Frames are — 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 — chocked with — Butt at each end of the chock.

The Main Kelson is composed of Am^{er} Elm and the False Kelson of Am^{er} Elm

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

The Deck and Hold Beams are composed of Irish Oak & Am^{er} Elm

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Am^{er} Elm & Oak

From the first Foothook Heads to the Light Water Mark of Am^{er} Elm & Oak

From the Light Water Mark to the Wales of Red Pine

The Wales and Black-strakes are of Am^{er} Oak The Topsides of Am^{er} Oak

The Sheer-strakes and Plank-sheers of Am^{er} Oak & Red Pine The Water-ways of Red Pine

The Decks of Yellow Pine State of pretty good

The Shifts of the Planking are not less than Five 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 Plankes between

Planking Inside.—The Limber-strakes are composed of Am^{er} Elm the Bilge Planks of Am^{er} Elm

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

Shelf Pieces of — Clamps of Am^{er} Elm & Red Pine

Fastenings.—To Hold Beams Irish Oak & Am^{er} Elm

Deck Beams diagonal Irish Oak & Am^{er} Elm fitted over the Clamps

Number of Breasthooks Four Pointers — Crutches —

Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling Iron bolted through and clenched. former only

General Quality of Workmanship —

We 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,	100	Chain	7/8	2	Bower, <i>bars & steel</i>
2	Fore Top Sails,		Hempen Stream Cable		1	Stream, <i>2 1/2</i>
2	Fore Topmast Stay Sails,		Hawser		2	Kedge, <i>1 1/2 &c</i>
2	Main Sails,	80	Towlines	6		
	Main Top Sails,	90	Warp	4		
and <i>all very good</i>			All of <i>good</i> quality.			

Her Standing and Running Rigging newly all new sufficient in size and good in quality.

She has one Long Boat and

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

General Remarks—Statement and Date of Repairs.

This Vessel has now had a new Shear Stake on the Starboard Side, bottomway screening boards right ahead & three Stakes of new Sort on each side, found the timbers to be pretty good, some new Casing on platt and under the Deck Beam Champs on both sides, two new Main Beams, new Stem Planks, Reindeer Skutt battled where required scabbled all over, New Foremast, new Standing Rigging, and new new Sort of Sails

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

I am of opinion this Vessel should be Classed Sh. 1st class in a fit state to carry a Gun Boat

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,

Special£ 1 : 1 : 0

Certificate (if required)£ : 5 : 0

Committee's Minute 15th June 1847

Character assigned Good



© 2019

Lloyd's Register
Foundation