

No. 4957. Survey held at Passage West Date of final completion 18 January 1880
on the Ship "Jone" Master Henry Weyman 1954
Tonnage under tonnage deck 237.17 Built at Cork When built 1858 Launched 1877
Ditto of poop House or open deck 14.53 By whom built Cork Steam Packet Co. Owners William Thorneycroft 62 Cornhill
Deductions 25.79 Port belonging to London Destined Voyage Cork
Total tonnage in Beam 237.59
If surveyed while Building, Afloat, or in Dry Dock While Building, in Dry Dock, and Afloat

Length as per section 39	109	Feet	3	Inches	Extreme Breadth Outside	Feet	24	Inches	8	Depth of Hold	Feet	19	Inches	10	Number of Decks	10
Length of Keel	104		3	6												
Scantlings of Timber.																
TIMBER AND SPACE	21				23											
Floors	10	10 1/2	9 1/2	9 1/2	9 1/2											
1st Foothooks	9 1/2	9 1/2	8 1/2	8 1/2	8 1/2											
2nd Ditto	8	8 1/2	7 1/2	7 1/2	7 1/2											
3rd Ditto	7	7 1/2	7	7	7											
Top Timbers	7	7	5 1/2	5 1/2	5 1/2											
Deck {N° 22 1/2 Average Space}	4 feet															
Beams	9	9	7	8 1/2	8 1/2											
Deck Beams, length amidships	22 feet															
Hold {N° 11 1/2 Average Space}	8 feet															
Beams	11 1/2	11 1/2	9 1/2	11	11											
Hold Beams, length amidships	23 feet															
Keel	11 1/2	11 1/2														
Scarp of Ditto	5 feet															
Keelsons	8 1/2	8 1/2														
Scarp of Ditto	8 feet															
Outside Plank.																
Garboard Strakes	3 1/4															
Garboard to Bilge	3 1/4															
Bilge Planks	3 1/4															
Bilge to Wales	3 1/4															
Wales	4 1/4															
Topsides	3 1/2															
Sheer Strakes	3 1/2															
Plank Sheers	3															
Water Upper Deck	11.9															
Ways	10.4															
Ditto, facing surface against Timbers	6															
Upper Deck	3															
Inside Plank.																
Limber Strakes	6 1/2															
Bilge Planks	3 1/2															
Ceiling in Flat	3															
Ditto Bilge to Clamp	2 1/2															
Hold Beam Clamps	13 x 3 1/2															
Deck Beam Ditto	10 x 2 1/2															
Ceiling 'twist' Decks	2 1/2															
Hold Beam	8 x 3 1/2															
Deck Beam Ditto	12 x 5 1/2															

Heel-Knee, & Deadw'd abaft	1 1/2															
Scarp of Keel, N° 7th	7/8															
Keelson Bolts through Keel at each Floor	1															
Bolts thro' Heels of Timbers against Deadwood	7/8															
Transoms and throats of Hooks	1 1/2															
Arms of Hooks	7/8															
Thro' Bilge & Limber Strakes	4/16															
Thickstuff over Double Floors	4/16															
Butt End Bolts	4/16															
Short Bolts in Ceiling	1/16															
Pintles of the Rudder	2 1/2															
Hold Beam	12 1/2															
Bolts in	7/8															
Deck Beam	12 1/2															
Bolts in	7/8															
Nails or Bolts in Flat of Deck	6 in galvanized															
Treenails	1 1/2															

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 10 1/2 Inches. The Space between the Top-Timbers is 4 1/2 Inches.
The Floors consist of English Oak The First Foothooks of English Oak
The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak
The Shifts of the First and Second Foothooks are not less than 3/16 to 3/8 inches N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are 3/16 to 4/16
The Frame is well squared from First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is square
The entire Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.
The Butts of the Timbers are — close together; their thickness not less than 1 1/2 of the entire moulding at that place.
The Frame is cross choked with a Butt at each end of the chock & The Main piece of Rudder is 6 of Windlass is 6 of Windlass is 6
The Keel is all The Main Keelson is Pitch Pine and — free from all defects.
The Stem, and Stern Post of English Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak Deadwood, of English Oak and are — free from all defects.
The Deck and Hold Beams of Pitch Pine The Breasthooks of Iron The Knees of Iron
Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Pitch Pine
or to the First Foothook Heads }
From the above named Height to the Light Water Mark Pitch Pine
From the Light Water Mark to the Wales Pitch Pine
The Wales and Black-strakes are Pitch Pine The Topsides & Sheer-strakes Pitch Pine
The Spirketting and Plank-sheers Pitch Pine The Water-ways { Upper Deck Pitch Pine
Lower Deck Pitch Pine
The Decks Yellow Pine State of good
The Shifts of the Planking are not less than Six 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 3/5 between, and without step-butting.
Planking Inside.—The Limber-strakes and Bilge-strakes are Pitch Pine
The Ceiling, Lower Hold, and between Decks Pitch Pine Shelf Pieces and Clamps Pitch Pine
Fastenings.—To Hold Beams Set into Clamp 2 inches, some Staple knees between, with 2 pair of Iron hanging knees under, Beam Arm 3/4 by 3/4, Side Arm 4/6 by 3/4, Aug of Thread 3/4 at Throat Bolt 3/4 and tail and 1 inch.
Deck Beams Overlaid into Shelf 2 inches, beamway dovetail with 2 pair of knees dovetail into beam end & bolted through Shelf, some Staples in ends of Mast Pieces, 23 pair of Iron hanging knees under Beam Arm 3/4 by 3/4, Side Arm 4/6 by 3/4, Throat Aug 3/4 at Throat Bolt 3/4 and at tail 1 inch.
Number of Breasthooks Four Pointers One Pair Off Crutches One
Butt End Bolts are of Yellow Metal in the Bottom. Two Bolts in each Butt End One through and clenched.
Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of Screw How Made turned
Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship is good
We certify that the above is a correct description of the several particulars therein given
Builder's Signature John Wheeler Surveyor's Signature George Wright

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

She has SAILS.		CABLES, &c.		Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c	No.	Weight, Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
N ^o .														
2	Fore Sails,	Chain		195	1 3/8	22 3/4	1 1/2	22 3/4	Bowers	1	0.1.2	12.3.26	10.0.0	12.0.0
2	Fore Top Sails,									2	9.3.22	11.1.0	10.0.0	12.0.0
2	Fore Topmast Stay Sails,	Hempen Stream Cable								3	8.3.17	11.0.0	10.0.0	12.0.0
1	Main Sails,	Hawser <i>Chambr.</i>		45 1/4	5/8	14 3/8	10/16	14 3/8	collection		29.8.4			
2	Main Top Sails,	Towlines		90	7 1/2		7 1/2		Stream	4	14.0.0	6.7.20	3.3.0	6.7.20
		Warp		90	3		3							
		All of <i>good</i> quality.							Kedges	5	1.3.3	4.5.0	1.3.0	4 1/4 20
										6	3.21	4.5.0		
and <i>7 spare sails</i>														
For Standing and Running		Rigging		<i>Manilla good and</i>					sufficient in size and		<i>good</i>		in quality.	

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

She has one Long Boat and one Solly Boat

The present state of the Windlass is good Rudder good Pumps two Metal good

Marine Hardware Ordinary Size, with hinges & screws 7 lbs 8 oz 7 pds and Hatches offward

Order for Special Survey,

No. _____ Date _____

Order for Ordinary Survey,

No. _____ Date May 1876

DATES of Surveys

held while building,

as per Section 35.

- 1st. When the Frame is completed 6 November 1876
2nd. When the Beams are put in, &c. 14 Feb 1876
3rd. { When completed, and before the plank be painted or payed September 1876

General Remarks

This Vessel was placed in a Dry Dock, the fore part of last December 1879 the Bottom and Keel clean scraped, & thoroughly examined by stripping the Keel and Planking in a great many places, and every where in a sound and good condition was all caulked over from Keel up, with plaster, boards, and stanchions, and sheathed the bottom with 20.22 & 24 of yellow metal over Felt to 7/8 in Forward, & 7/16 in Aft, also put in a 4 inch false Keel yellow metal bolted & yellow metal sheath

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

If Sheathed, Doubled, Felted, or Coppered yellow metal over Felt to 7/8 in Forward, & 7/16 in Aft When last done December 1879

I am of opinion this Vessel should be Classed As New being a very well Substantial built Vessel and in a state of complete repair & sufficient

The Amount of the Fee.....£ 3 : : : is received by me, G. W. Wright

Special£ : : :

Certificate£ : 5 : :

Expenses 1-5-0

Committee's Minute 27th January, 1880.

Character assigned A 1

George Wright Surveyor
to Lloyd's Register

Surveyor's Attendance 6. 6. 0
This vessel appears eligible to be classed
as recommended by G.A.I. from the
date of launching.

Lloyd's Register
27th Jan 1880

L. H. Cardiff 3/4/80