

No. 2891 Survey held at Dundee Date 28 September 1861 2891
 on the Bark Bonnie Lassie Master P Dela Perelle Rec'd 10th
 Old Tonnage New 352.51 Built at Dundee When built 1861 Launched 8/8/61
 By whom built John Brown Owners Le Maistre & Co
 Port belonging to Jersey Destined Voyage Swansea & China
 If Surveyed while Building, Aftast, or in Dry Dock Building & afloat

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
Scantlings of Timber.			IN SHIP. REQUIRED PER RULE.			Thickness of Plank.		
	Sided.	Middle.	Ends.	Middle.	Ends.		In Ship.	Required per Rule.
TIMBER AND SPACE bare.	26					Outside.		
Floors	11.6	12	12 10.	11	11	9½	Garboard Strakes	3½
1 st Foothooks	9½	10½		9½			Garboard to Bilge	3½
2 nd Ditto	8½	9½		8½			Bilge Planks	3½
3 rd Ditto	8½	8½	G	8½			Bilge to Wales	3½
Top Timbers	7½	8½	G	8½			Wales	4½
Deck { N° 18 Average Space	3.10	3.4		9½	9½		Topsides	4½
Beams { 8 pairs 2 deck	9½	9½	7½	8½	8½		Sheer Strakes	3½
Deck Beams, length amidships	24.10			7½	7½		Plank Sheers	3½
Hold { N° 17 Average Space	11½	12½	11½	10½	11½		Water-ways	11½
Beams { 8 pairs 2 deck	11½	12½	11½	10½	11½		Upper Deck	10
Hold Beams, length amidships	24.						Ways { Lower Deck	9½
Keel	12½	16		12½	12½		Ditto, faying surface	6½
Scarps of Ditto	6.6			5½			against Timbers	6½
Keelsons	13½	14½		13½	13½		Upper Deck	6½
Scarps of Ditto	6½	5		5½				3
Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.								
	Copper	Iron	Inches	Copper	Iron	Inches	Copper	Iron
	in Ship.		required per Rule	in Ship.		required per Rule	in Ship.	required per Rule
Heel-Knee, and Deadwood abaft	1½	1½		Transoms and throats of Hooks	1	1	Waterway	1½
Scarps of Keel	N° 8½ m			Arms of Hooks	1½	1½	Knees	1½
Keelson Bolts through Keel at each Floor	1½	1		Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	3½	3½	Shelf or Clamp	1½
Bolts through Heels of Timbers against Deadwood	1½	1½		Butt End Bolts	3½	3½	Waterway	1½
	1½	1½		Pintles of the Rudder	2½	2½	Knees	1½
							Shelf or Clamp	1½
							Nails or Bolts in Flat of Deck	Galv. Iron
							Treenails	1½
								1½

Timbering.—The Space between the Floor Timbers and Lower Foothooks is Close Inches. The Space between the Top-Timbers is 1½ Inches.

The Floors consist of Gerⁿ Oak between frames 3½ 4½ The First Foothooks of Gerⁿ & Bulth Oak

The Second Foothooks of Bulth Oak The Third Foothooks and Top Timbers of British Oak

The Shifts of the First and Second Foothooks are not less than 2 feet to 3.8 to 4.0 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are —

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

The alternate Frames are each bolted together to the Gunwale. & ship built-in frame N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 2 up of the entire moulding at that place.

The Frame is cross chocked with no Butt at each end of the chock.

The Main Keelson is German Oak and free from all defects. The Main piece of Windlass is Bulth Oak

The Stem, and Stern Post, consist of British Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of British Oak Deadwood, of Bulth Oak and are free from all defects.

The Deck and Hold Beams consist of German Oak The Breasthooks of Jam & Bulth Oak The Knees of Jam & Bulth Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A or to the First Foothook Heads the Plank is Amer & Bulth Elm Blth Birch Beech German Oak & Pitch Pine

From the above named Height to the Light Water Mark German Oak & Pitch Pine

From the Light Water Mark to the Wales German Oak & Pitch Pine

The Wales and Black-strokes are German Oak & Teak & Pitch Pine The Topsides Pitch Pine

The Sheer-strokes and Plank-sheers Teak & Gerⁿ Oak The Water-ways Upper Deck Sarek & Gerⁿ oak

The Decks Yellow Pine Lower Deck

The Shifts of the Planking are not less than 5 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 between, and without step-butting.

Planking Inside.—The Limber-strokes and Bilge-strokes are German Oak

The Ceiling, Lower Hold, and between Decks German Oak & Pitch Pine Shelf Pieces and Clamps Pitch Pine

Fastenings.—To Hold Beams Staple Lvelth Iron Knees & 11 pair Hangth Iron Knees (4 pair sides)

Carried down over floor ends

Deck Beams Staple Lvelth Iron Knees & 11 pair Hangth Iron Knees

Number of Breasthooks 4 pr under deck Pointers 10 to Stern frame Crutches 1 Iron

Butts End Bolts are of Yelth Met in the Bottom, and one Bolt in each Butt End through and clenched on short

Bilge and Limber Strakes Yelth Met Keel to Gunwall bolted through and clenched. Treenails of Bulth Oak How Made Engine turned

Thickstuff over Double Floors 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 John Brown Surveyor's Signature Thomas Flanagan

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.			
N°.		Fathoms.	Inches.	N°.	Weight.		
2	Fore Sails,	Chain	242	1 3/8	Bower,	3	21.2.6
2	Fore Top Sails,	Hemp Stream Cable	60	3 1/2	Stream,	3	17.2.9
2	Fore Topmast Stay Sails,	Hawser	90	9 1/4		16.3.16	
1	Main Sails,	Towlines	90	7 1/2		19.3.0	
2	Main Top Sails,	Warp	100	5 1/2	Kedge,	2	3.3.0
	and other sails n ^o 10 Min.	All of <u>Good</u> quality.	100	3 3/4		1.0.0	

Her Standing and Running Rigging are New, Hemp sufficient in size and in quality.

She has One 21 1/2 ft. Long Boat and two other boats

The present state of the Windlass is Good Capstan Good Rudder Good Pumps 2 metal
fitted with purchase

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	30 June 1859
	2nd. When the Beams are put in, &c.	12 Aug 1859
	3rd. { When completed, and before the plank be painted or payed }	1 Aug 1860
Seen	17 1858 14.16.24 29.14.20 23.27 28.30 6 7 12 20 22 28 12.15.18.22 9.24.25.30	
	12 5 6 10 12 14 15.19 20 24 28 31 2.3.5.11 18.19.30 12 1859 9.19.23.30 2 3 1.20.22 6.14.30	
	10 " " 12 1860 18.12.13.16.19.22 10.28 8 = 1861	

This vessel has a raised Quarter deck about 21 inches high and 32 1/2 ft. long to after part stem post & is square sterned formed with transoms

Has been long in hands & has now been at present recaulked including blocks.

Is built of 84 Materials & essentially fastened with Mixed Metal to the entire exclusion of Six Bolts & Nails in all external fastenings agreeable the rule section 46.

Present condition of Caulking of Bottom, Efficient

Deck, Efficient and Waterways Efficient

If Sheathed, Doubled, Felted, or Coppered Yel. Met. on Yel. When last done now

I am of opinion this Vessel should be Classed G 41

The Amount of the Fee.....£ 4 : 0 : 0 is received by me, Thomas Alexander

Special£ 1 : 1 : ..

Certificate£ 0 : 5 : 0

certificate requested to be forwarded to

Le Maistre & Co

Liverpool © 2019

Committee's Minute 1st October 1861

Character assigned △ 1 yr 9 Years

