

No. 734 Survey held at Glasgow Date 27th May 1853  
on the Barge 'Grind' Master W. H. Gonnely  
Tonnage Old New 357 Built at Cape Breton N.S. When built 1847 Launched Sept. 1847  
By whom built W. H. Gonnely Owners W. H. Gonnely  
Port belonging to Greenock Destined Voyage General  
If Surveyed while Building, Afloat, or in Dry Dock Patent Slip & Afloat

Length aloft 91<sup>Feet.</sup><sub><sup>10</sup>Inches.</sub> Extreme Breadth 26<sup>Feet.</sup><sub><sup>10</sup>Inches.</sub> Depth of Hold 14<sup>Feet.</sup><sub><sup>9</sup>Inches.</sub>

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	11	Moulded	12 1/2	Keel to Bilge	3	Limber Strakes	12 x 10
1st Foothooks.....	11	"	12 10	Bilge Planks	4	Bilge Planks	4 1/2
2nd Ditto.....	10	"	10 9	Bilge to Wales	3	Ceiling in Flat	3
3rd Ditto.....	"	"	"	Wales	4 1/2	Ditto Bilge to Clamp	4
Top Timbers	9 1/2	"	9 6	Short Hoods	"	Hold Beam Clamps	"
Deck Beams N° 21 Average Space	4 Feet	"	10 8 1/2	Topsides	3 1/2	Deck Beam Ditto	4
Hold Beams N° 13 Average Space	4 ft 6 in	"	10 9	Sheer Strakes	3 1/2	Ceiling 'twist Decks	3
Keel	12	"	15	Plank Sheers	6	Hold Beam Shelves	1 1/2
Keelsons	12 1/2	"	13 1/2	Water-Ways	1 1/2	Deck Beam Ditto	1
Scarp of Ditto	5 feet 6 in	"	13 1/2	Upper Deck	3		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft			Transoms and throats of Hooks	3/4	3/4	Lower Pintle of the Rudder	2 1/2	"
Scarp of Keel.....N°.			Arms of Hooks	3/4	3/4	Hold Beam	"	1
Floor Timber Bolts			Bolts thro' Bilge & Limber Strakes	3/4	3/4	Deck Beam	"	1 1/8
Kelson ditto			Butt End Bolts	3/4	3/4			

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 1/2 Inches. The Space between the Top-timbers is 24 3/4 Inches. The Stem, Stern Post, consist of Black Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Blackmatach and are free from all defects. The Floors consist of Black Birch The First Foothooks of Black Birch Timber. The Second Foothooks of Blackmatach The Third Foothooks of Blackmatach The Top Timbers of Blackmatach 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 ✓ 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 ✓ of the entire moulding at that place. The Frame is ✓ chocked with ✓ Butt at each end of the chock. The Main Keelson is Black Birch and free from all defects. The False Keelson is Black Birch The Deck Beams consist of Blackmatach The Hold Beams of Blackmatach The Knees of Blackmatach

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is Black Birch From the above named Height to the Light Water Mark Black Birch From the Light Water Mark to the Wales Black Birch The Wales and Black-strakes are Black Birch The Topsides Black Birch The Sheer-strakes Black Birch and Plank-sheers Blackmatach The Water-ways Blackmatach The Decks Yellow Pine State of Fair The Shifts of the Planking are not less than ✓ 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 ✓ between

**Planking Inside.**—The Limber-strakes are Black Birch the Bilge Planks Black Birch The Ceiling, Lower Hold, Black Birch & Pine Between Decks Pine Shelf Pieces Black Birch & Blackmatach Clamps Pine

**Fastenings.**—To Hold Beams Double Blackmatach Lodging Knees and 6 Pairs of Iron Hanging Knees and 6 Pairs of Staple Standards Deck Beams Double Blackmatach Lodging Knees and 7 Pairs of Iron Hanging Knees Number of Breasthooks Five Pointers One Pair Crutches One Butts End Bolts are of Copper in the Bottom, and One Bolt in each Butt End through and clenched. Bilge and Limber Strakes Copper ✓ bolted through and clenched. Treenails of Blackmatach How Made ✓ General Quality of Workmanship Good Where Seen

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. 734 gdo.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .			Fathoms. Inches.	N <sup>o</sup> .	Weight.
2	Fore Sails,	Chain .....	200 14 4	Bower, <u>Estimated Weight</u>	16-0-0
2	Fore Top Sails,	Hempen Stream Cable .....	95 8		14-0-0
2	Fore Topmast Stay Sails,	Hawser .....	" "	Stream, .....	5-0-0
2	Main Sails,	Towlines .....	" "		
2	Main Top Sails,	Warp .....	85 4	Kedge, .....	2-0-0
and all other Sails		All of <u>Good</u> quality.			

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

She has One 18 feet Long Boat and One 12 feet Volly Boat  
The present state of the Windlass is Good Capstan Good Rudder Good Pumps 2 Metal Good

### General Remarks—Statement and Date of Repairs.

At Present in Dry Dock at Viron, Caulked the Bottom and Sheathed with zinc to the 10 feet Water Line, Renewed a piece of Stem and Binding Bolt  
Put on the Patent Slip at this Port for the purpose of examining the Bottom for Claping; Stripped off several sheets of zinc Sheathing, Dubbed the Wale Clean, Gave out several Greenails and Deck and Hold Beam Bolt, Removed a Shake of Inside Ceiling Plank Betwixt the Pilger and Hold Beam Clamps Found the Vmber of the Frame in a Good and Fair Condition, Renewed one Wale Plank Amidships on the Starboard Side with American Elm, New Waterways on each Bow of Quebec Oak Put in 2 Pairs of Rides in the Hold and One Pair of Hanging Knees to Deck Beams, Additional Caulked the Upper Wale and Decks and Sheathed from the 10 feet Water Line to the Wale with zinc

New Main Mast

On my opinion this Vessel is fit for the safe Conveyance of Dry and Perishable Cargoes and may Clap F. 1.  
S. S. 53. 4 Years

Plas 6 Pairs of Iron Rides in the Hold, Bolted with 2 Bolts in a Substantial part of the Floor in Accordance with the Rules.

If Sheathed, Doubled, Felted, or Coppered Zinc to the Wale When last done April & May 1853

I am of opinion this Vessel should be Classed F. 1.  
S. S. 53. 4 Years

The Amount of the Fee.....£ 4 : - : - is received by me,

Special .....£ 3 : 3 : -

Certificate (if required) .....£ - : 10 : -

Committee's Minute 31<sup>st</sup> May 1853

Character assigned F. 1. S. S. 4 Yrs 1853