

No. 996 Survey held at Spasmoil Date 19<sup>th</sup> March 1856 to 29 October 1857  
on the Bayne, Kent Master Samuel Chapman  
Tonnage Old 390 Tons Built at Spasmoil When built 1856 & 57 Launched 1857  
By whom built W Bayley & Sons Owners James Shepherd  
Port belonging to London Destined Voyage London  
If Surveyed while Building, Afloat, or in Dry Dock (While Building)

Length aloft		Feet.	Inches.	Extreme Breadth Outside		Feet.	Inches.	Depth of Hold		Feet.	Inches.
		134	210			25	610			16	610
Scantlings of Timber.											
		SIDED.		MOULDED.							
		Inches.	Required	Inches.	Required						
		In Ship.	as pr Rule	In Ship.	pr Rule						
		In Ship.	as pr Rule	Middle.	Ends.	Required	Required				
		In Ship.	as pr Rule	Middle.	Ends.	pr Rule	pr Rule				
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Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

Copper		Inches	Copper		Inches	Copper		Inches	Copper		Inches
Inches	In Ship.	required per Rule	Inches	In Ship.	required per Rule	Inches	In Ship.	required per Rule	Inches	In Ship.	required per Rule
Heel-Knee, and Deadwood abaft		1 1/8	Transoms and throats of Hooks		1 1/8	Hold Beam Bolts in		Waterway	Waterway		1 1/8
Scarp of Keel		1 1/8	Arms of Hooks		1 1/8	Knees		Shelf or Clamp	Shelf or Clamp		1 1/8
Keelson Bolts through Keel at each Floor		1 1/8	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors		1 1/8	Deck Beam Bolts in		Waterway	Waterway		1 1/8
Bolts through Heels of Timbers against Deadwood		3/4	Butt End Bolts		3/4	Knees		Shelf or Clamp	Shelf or Clamp		1 1/8
			Pintles of the Rudder		2 3/4	Nails or Bolts in Flat of Deck			Treenails		1 1/4

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 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 Timber.

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 1/4 of the Main Breadth N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 1/4 of the Main Breadth

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

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 1/32 of the entire moulding at that place.

The Frame is cross chocked with — Butt at each end of the chock. The Main piece of Rudder is English Oak

The Main Keelson is English Oak and well free from all defects. The Main piece of Windlass is English Oak

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

Hawse Timbers of English Oak Deadwood, of English Oak and are well free from all defects.

The Deck and Hold Beams consist of English Oak 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 English & American Elm & Pine

From the above named Height to the Light Water Mark English Oak

From the Light Water Mark to the Wales English Oak

The Wales and Black-strakes are East India Seal The Topsides East India Seal

The Sheer-strakes and Plank-sheers East India Seal The Water-ways { Upper Deck East India Seal

The Decks Yellow Pine Lower Deck Eng Oak

The Shifts of the Planking are not less than 5 Feet — Inches. State of (New)

or partial, and if partial, in what part of the Ship. N. B. If less than prescribed by the Rule, state whether general

The Planking is wrought three between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are English Oak

The Ceiling, Lower Hold, and between Decks English Oak Shelf Pieces and Clamps English Oak

**Fastenings.**—To Hold Beams Waterway, two strakes of Clamp this Bolted, Iron

staple lodging knees in all spaces and nine pairs iron hanging

knees

Deck Beams Waterway, Shelf Iron hanging knees to each beam and

iron staple lodging knees in Mast Rooms

Number of Breasthooks 5 Iron 1 Wood Pointers Iron shape on my Nansen Crutches 2 Iron

Butts End Bolts are of Yellow Metal and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made Turned

Thickstuff over Double Floors (none) bolted through and clenched. General Quality of Workmanship Very Good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature W Bayley & Sons

Surveyor's Signature W Bayley



Her Masts, Yards, &c. are in <sup>new</sup> good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .			Fathoms. Inches.	N <sup>o</sup> .	Weight.
	Fore Sails,	Chain .....			Bower, .....
	Fore Top Sails,	Hempen Stream Cable .....			
	Fore Topmast Stay Sails,	Hawser .....			Stream, .....
	Main Sails,	Towlines .....			
	Main Top Sails,	Warp .....			Kedge, .....
and		All of .....	quality.		

Her Standing and Running Rigging .....

sufficient in size and

in quality.

She has One Long Boat and two others

The present state of the Windlass is New with Capstan & Murchison, Rudder New Pumps two iron (new)

### 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	<u>7<sup>th</sup> October 1856</u>
	2nd. When the Beams are put in, &c.	<u>23<sup>rd</sup> March - 1857</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>17<sup>th</sup> October - 1857</u>

This vessel was specially surveyed while building by myself and supplemental surveys were held by Messrs. <sup>W. & L.</sup> Mason & Light, whose suggestions for improvement have been carried out. The outside Bolts and nails of flat of beam are Yellow Metal to the exclusion of iron in accordance with Rules. Section 46. She is fitted with a Topgallant Forecastle 26 feet in length and 5 feet 6 inches high. And a Half Poop 45 feet in length and 3 feet 3 inches high.

The vessel has recently been purchased by Mr. James Shepherd and on overhauling the Caulking some of the Elm Plank of bottom and fore part of Main keel was found to be affected with Dry Rot and after a careful survey held in concert with Mr. Martin it was decided to recommend the Builders to remove the fore piece of Elm deadwood. Three lengths of Main keel from forward (Midship length of Main keelson) and all the English Elm Plank in bottom. To scrape bright all the planking up to the Seab. Recaulk all the seams of Bottom and Decks. To Redenish all the Bolts throughout the ship and Rectify the Ceiling where required. All these recommendations have been complied with. Planking has been cut to examine caulking which is satisfactory. The vessel is now in sound condition and eligible to be classed in the first description of the Irish Class. Thirteen Years from 1859

*W. Saynor*

Present condition of Caulking of Bottom, New Deck, New and Waterways all new October 1857

If Sheathed, Doubled, Felted, or Coppered .....

When last done .....

I am of opinion this Vessel should be Classed 13 Years from 1859

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

Special .....£ 14 : 10 : 0

Lights Expenses Certificate .....£ 3 : 3 : 0

Committee's Minute 2nd December 1859

Character assigned 1 for 13 Years



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Foundation