

No. 1180 Survey held at Jersey Date September 17 1864
on the "BONNY MARY" Master C. Pallot
Tonnage Old Built at Jersey When built 1863 & 1864 Launched Sept. 3 1864
By whom built Bellot & Co Owners Pallot & Co
Port belonging to Jersey Destined Voyage
Surveyed while Building, Afloat, or in Dry Dock While building

Length aloft	Feet.			Extreme Breadth Outside			Feet.			Depth of Hold		
	Sided.	Middle.	Ends.	Sided.	Middle.	Ends.	Sided.	Middle.	Ends.	Sided.	Middle.	Ends.
96	6 1/2			20			20	7 1/2		12		
Scantlings of Timber.												
TIMBER AND SPACE												
Floors	9	9	8	8	8		Outside.			Thickness of Plank.		
1st Foothooks	8	8		7	7		In Ship.			Inches.		
2nd Ditto	4	6 1/2		6 1/2	6 1/2		Required per Rule.			Inside.		
3rd Ditto	6 1/2		5 1/2	6	4 1/2		In Ship.			Inches.		
Top Timbers	6 1/2		5 1/2	6	4 1/2		Required per Rule.			In Ship.		
Deck } N° 24 Average }	3 1/2	7 1/2	6	7	5 1/2		Limber Strakes			3		
Beams }							Garboard to Bilge			3		
Deck Beams, length amidships	18 1/2						Bilge Planks			3		
Hold } N° Average }							Bilge to Wales			2 1/2		
Beams }							Wales			2 1/2		
Hold Beams, length amidships							Topsides			2 1/2		
Keel	10 1/2	12		10	10		Sheer Strakes			2 1/2		
Scarp of Ditto	6 1/2			4 1/2			Plank Sheers			2 1/2		
Keelsons	11 1/2	12		11	11		Water } Upper Deck			Deck Beam Ditto		
Scarp of Ditto	5 1/2	4		5 1/2			Ways } Lower Deck			Ceiling 'twixt Decks		
							Ditto, faying surface			Hold Beam Shelves		
							against Timbers			Deck Beam Ditto		
							Upper Deck			8 x 8 1/2		

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.																	
Copper or Y.M. in Ship.			Iron in Ship.			Inches required per Rule			Copper or Y.M. in Ship.			Iron in Ship.			Inches required per Rule		
Heel-Knee, & Deadw'd abaft			1			1			Transoms and throats of Hooks			1/8			Hold Beam { Waterway ..		
Scarp's of Keel, N ^o . 6			3/4 1/8			1 1/16			Arms of Hooks			1/8 1/8			Bolts in { Knees		
Keelson Bolts through Keel			1/8			1 1/16			Thro' Bilge & Limber Strakes			1/8			Shelf or Clamp		
at each Floor			1/8			1 1/16			Thickstuff over Double Floors			1/8			Deck Beam { Waterway ..		
Bolts thro' Heels of Timbers			3/4			1 1/16			Butt End Bolts			1/8			Bolts in { Knees		
against Deadwood			3/4			1 1/16			Pintles of the Rudder.....			2			Shelf or Clamp		
												2			Nails or Bolts in Flat of Deck		
												2			Treenails 1 1/16 Inches		

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

The Floors consist of French oak The First Foothooks of French oak

The Second Foothooks of French oak The Third Foothooks and Top Timbers of French oak

The Shifts of the First and Second Foothooks are not less than 3 1/2 inches N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 1/2 to 3 3/4

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

The _____ 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 1/3 of the entire moulding at that place.

The Frame is partly chocked with a Butt at each end of the chock. The Main piece of Rudder is 1/2 of Windlass is 1/2

The Keel is English Oak The Main Keelson is French & Stettin oak and _____ free from all defects.

The Stem, and Stern Post of French oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of French oak Deadwood, of 1/2 oak and are _____ free from all defects.

The Deck and Hold Beams of 1/2 x Stettin oak The Breasthooks of 1/2 x 1/2 The Knees of oak & iron

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is in 1/2 x 1/2 Baltic R Pine
or to the First Foothook Heads }

From the above named Height to the Light Water Mark Baltic Pine

From the Light Water Mark to the Wales B. Red Pine

The Wales and Black-strakes are Stettin oak The Topsides & Sheer-strakes Stettin oak

The Spirketting and Plank-sheers Stettin oak The Water-ways { Upper Deck Baltic R Pine

The Decks Yellow Pine State of Good 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 Shro between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Baltic R Pine

The Ceiling, Lower Hold, and between Decks Baltic R Pine Shelf Pieces and Clamps Baltic R Pine

Fastenings.—To Hold Beams iron

Deck Beams Spirketting & Water way 14 pairs of. Maple Logging knees. Iron / amidships

and 11 pairs Wood Logging knees at ends of Ship

Number of Breasthooks Iron Pointers 1 iron piece across stem Crutches one

End Bolts are of Yellow Metal in the Bottom: one Bolts in each Butt End one through and clenched.

and Limber Strakes 1 1/2 x 1/2 bolted through and clenched. Treenails of 1/2 oak & iron. How Made Turned

uff 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

Signature Th. Bellot & Co Surveyor's Signature Henry J. Surry

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 .	Weight.
<i>One Suit</i>	Fore Sails,	<i>18-0-0</i> Chain	<i>90</i> <i>1</i>	<i>13-2-0</i> Bower,	<i>1</i> <i>10.0.20</i>
<i>and</i>	Fore Top Sails,	<i>20-6-0</i> Hempen Stream Cable	<i>90</i> <i>1 1/2</i>	<i>11-0-0</i>	<i>1</i> <i>8.3.17</i>
<i>Shore Sails</i>	Fore Topmast Stay Sails,	Hawser	<i>45</i> <i>6</i>	Stream,	<i>1</i> <i>3.2.19</i>
<i>as</i>	Main Sails,	Towlines	<i>60</i> <i>7</i>	Kedge,	<i>1</i> <i>1.3.0</i>
<i>usual</i>	Main Top Sails,	Warp	<i>85</i> <i>3 1/2</i>		<i>1</i> <i>1.0.10</i>
and		All of _____ quality.			

Her Standing and Running Rigging Wire & Stump sufficient in size and Good in quality.

She has One Long Boat and one Solly Boat

The present state of the Windlass is Good Capstan Whinch Rudder Good Pumps Good

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>March 1864</u>
	2nd. When the Beams are put in, &c.	<u>May 1864</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>July 1864</u>



Vessel built under Special Survey —
Pieces cut out of Bottom Plating to test caulking —
anchors and chains tested at the Public Machine
belonging to the Jersey Mutual Insurance Society
and Certificates produced —

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, or Coppered into Yellow Metal to 10/24 When last done Now

I am of opinion this Vessel should be Classed S. A. 1

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,

Special£ 7 : 10 : 0

Certificate£ : :

Committee's Minute 23rd September 1864

Character assigned A 1 for 8 Years
(A + C. P.)



© 2019

Lloyd's Register
Foundation