

No. 977 Survey held at Liverpool Date Nov 30/87 1887  
 on the Benjamin Standard Master Oliver  
 Tonnage 323 Built at Swansea When built 1848  
 By whom built Campbell Owners Campbell & Co  
 Port belonging to Peter Destined Voyage Swansea  
 If Surveyed Afloat or in Dry Dock in Dry Dock & Afloat

Feet. (Inches.)		Extreme Breadth		Feet. (Inches.)		Depth of Hold		Feet. (Inches.)	
aloft		26		24 1/2		18 1/2		12 1/2	

  

Scantlings of Timber.				Thickness of Plank.			
Side		Moulded		Outside.		Inside.	
Keel to Bilge	2 1/2	2	2	3	3	3	3
Bilge Planks	3	3	3	3	3	3	3
Bilge to Wales	3	3	3	3	3	3	3
Wales	3	3	3	3	3	3	3
Topsides	3	3	3	3	3	3	3
Sheer Strakes	3	3	3	3	3	3	3
Plank Sheers	3	3	3	3	3	3	3
Water-Ways	3	3	3	3	3	3	3
Upper Deck	3	3	3	3	3	3	3

Copper or Iron.		Copper or Iron.		Iron.	
Keel and Dead Wood abaft		Bolts thro' the Bilge and Limber Strakes		Hold Beam	
Number of Keel	N <sup>o</sup> .	Butt End Bolts		Deck Beam	
Number of Bolts		Lower Pintle of the Rudder	3 1/2		

**Planking.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, are composed of Black Birch & Spruce the Transoms, Aprons, Night Heads, Hawse Timbers, of Spruce & Redwood and are free from all defects.

Floors and first Foothooks are composed of Black Birch Timber.  
 other Foothooks and Top Timbers of Redwood & Spruce

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 \_\_\_\_\_

Frame is \_\_\_\_\_ squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_

alternate Frames are \_\_\_\_\_ bolted together. N. B. If not, state how bolted.

Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place.

Frame is \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock.

Main Kelson is composed of Spruce and the False Kelson of Spruce

Scarps of the Kelsons are not less than 5 feet \_\_\_\_\_ inches.

Deck and Hold Beams are composed of Spruce

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Black Birch  
 from the first Foothook Heads to the Light Water Mark of Yellow Pine & Spruce  
 from the Light Water Mark to the Wales of Yellow Pine & Spruce  
 Wales and Black-strakes are of \_\_\_\_\_ The Topsides of \_\_\_\_\_  
 Sheer-strakes and Plank-sheers of \_\_\_\_\_ The Water-ways of Yellow Pine & Spruce  
 Decks of Yellow Pine State of Good  
 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 \_\_\_\_\_ between \_\_\_\_\_

**Planking Inside.**—The Limber-strakes are composed of Black Birch the Bilge Planks of Spruce  
 The Ceiling, Lower Hold, of Black Birch, Yellow Pine & Spruce Between Decks of Spruce  
 Shelf Pieces of \_\_\_\_\_ Clamps of \_\_\_\_\_

**Fastenings.**—To Hold Beams Lead double locking brasses, shells, and 2 pair of iron hanging brasses  
 Deck Beams Lead double locking brasses, shells, and 2 pair of iron hanging brasses

Number of Breasthooks \_\_\_\_\_ Pointers \_\_\_\_\_ Crutches \_\_\_\_\_  
 Butts End Bolts are of Soft Iron in the Bottom, and \_\_\_\_\_ Bolt in each Butt End through and clenched.  
 Bilge and Limber Strakes \_\_\_\_\_ bolted through and clenched. Treenails of Redwood & Spruce  
 General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel,  
 Builder's Signature \_\_\_\_\_ Surveyor's Signature \_\_\_\_\_

