

1279  
Recd 17/8/54

No. 1279 Survey held at Liverpool Date 7 Aug 1854  
 on the Bonnie Angus Hughes Master Charles Swate  
 Tonnage Old 250 Built at Cape Breton When built 1853 Launched  
 By whom built \_\_\_\_\_ Owners Thomas Carr  
 Port belonging to Liverpool Destined Voyage Buenos Ayres  
 If Surveyed while Building, Afloat, or in Dry Dock in Dry Dock & Afloat

\* The number of the keelson in this vessel is 13 but the keelson has a good false keelson.

Length aloft	Feet. <u>79</u> <sup>Inches. <u>5</u>/<sub>10</sub></sup>	Extreme Breadth	Feet. <u>23</u> <sup>Inches. <u>3</u>/<sub>10</sub></sup>	Depth of Hold	Feet. <u>14</u> <sup>Inches. <u>3</u>/<sub>10</sub></sup>	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>			
Room and Space	Inches. <u>25</u>	Inches. Middle <u>12</u>	<b>Outside.</b>		<b>Inside.</b>	
Floors	sided <u>10</u>	Moulded <u>12</u>	Keel to Bilge	<u>3</u>	Limber Strakes	<u>4</u>
1 <sup>st</sup> Foothooks	" <u>11</u>	" <u>—</u>	Bilge Planks	<u>4</u>	Bilge Planks	<u>4</u>
2 <sup>nd</sup> Ditto	" <u>10</u>	" <u>9</u>	Bilge to Wales	<u>3</u>	Ceiling in Flat	<u>3</u>
3 <sup>rd</sup> Ditto	" <u>—</u>	" <u>—</u>	Wales	<u>4</u>	Ditto Bilge to Clamp	<u>3</u>
Top Timbers	" <u>11</u>	" <u>8</u>	Short Hoods	<u>—</u>	Hold Beam Clamps	<u>3 1/2</u>
Deck Beams N <sup>o</sup> <u>19</u>	Average Space } <u>3 feet 11</u>	" <u>11-13</u>	Topsides	<u>4-3 1/2</u>	Deck Beam Ditto	<u>4</u>
Hold Beams N <sup>o</sup> <u>13</u>	Average Space } <u>4 feet 6</u>	" <u>12</u>	Sheer Strakes	<u>4</u>	Ceiling 'twixt Decks	<u>4-3</u>
Keel	" <u>11</u>	" <u>13 1/2</u>	Plank Sheers	<u>4</u>	Hold Beam Shelves	<u>9 1/2</u>
Keelsons	" <u>13</u>	" <u>22</u>	Water-Ways	<u>6</u>	Deck Beam Ditto	<u>11 x 6</u>
Scarpns of Ditto	<u>x 3 feet 6</u>		Upper Deck	<u>3</u>		

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

Heel-Knee, and Deadwood abaft	Copper <u>—</u> Iron <u>2 1/2</u>	Transoms and throats of Hooks	Copper <u>—</u> Iron <u>2 1/2</u>	Lower Pintle of the Rudder	Copper <u>—</u> Iron <u>2 1/2</u>
Scarpns of Keel.....N <sup>o</sup> .	Copper <u>—</u> Iron <u>2 1/2</u>	Arms of Hooks	Copper <u>—</u> Iron <u>2 1/2</u>	Hold Beam	Copper <u>—</u> Iron <u>2 1/2</u>
Floor Timber Bolts	Copper <u>—</u> Iron <u>2 1/2</u>	Bolts thro' Bilge & Limber Strakes	Copper <u>—</u> Iron <u>2 1/2</u>	Deck Beam	Copper <u>—</u> Iron <u>2 1/2</u>
Kelson ditto	Copper <u>—</u> Iron <u>2 1/2</u>	Butt End Bolts	Copper <u>—</u> Iron <u>2 1/2</u>		Copper <u>—</u> Iron <u>2 1/2</u>

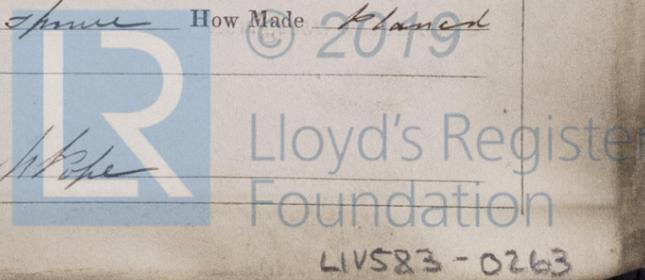
**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, consist of Black Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Black Birch & yellow Pine and are free from all defects. The Floors consist of Black Birch The First Foothooks of Black Birch Timber. The Second Foothooks of Black Birch The Third Foothooks of \_\_\_\_\_ The Top Timbers of Spine yellow Pine & Hemlock. 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 \_\_\_\_\_. 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 & Hemlock. The Deck Beams consist of Black Birch, Spine, & Hemlock. The Hold Beams of Black Birch, yellow Pine. The Knees of Spine.

**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, yellow Pine & Spine. The Topsides Black Birch & Spine. The Sheer-strakes Black Birch and Plank-sheers Black Birch. The Water-ways Black Birch & Spine. The Decks Yellow Pine State of Good. The Shifts of the Planking are not less than 4 x 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 2 x 3 between \_\_\_\_\_

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

**Fastenings.**—To Hold Beams wood double lodging knees, and 4 pairs of iron hanging knees, with Riders attached extending down to take two bolts into the substantial part. Deck Beams wood double lodging knees, and 4 pairs of iron hanging knees. Number of Breasthooks 4 x 1 pair of Painters Pointers 2 pairs off Crutches one. Butts End Bolts are of Iron in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Spine How Made Clenched. 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 W. Pope



Her Masts, Yards, &c. are in 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.
2	Fore Sails,	Chain .....	180 1 1/2	Bower, .....	3 16-0-0
1	Fore Top Sails,	Hempen Stream Cable .....	90 6 3/4		15-0-0
2	Fore Topmast Stay Sails,	Hawser .....	90 5-	Stream, .....	1 4-3-0
1	Main Sails,	Towlines .....			
2	Main Top Sails,	Warp .....	90 4	Kedge, .....	1 -
and <u>well found in other sails</u>		All of <u>Good</u> quality.			

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

She has one Long Boat and two others

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

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

*Listings have been left out for the examination of the Timbers of the frame, and  
 Trunnels have been examined and found to be Good.*

George Hughes  
1879

If Sheathed, Doubled, Felted, or Coppered Yes in felt When last done present time

I am of opinion this Vessel should be Classed 3 A 1

The Amount of the Fee.....£ 3: - : - is received by me,

Special .....£ 3: 3:

Certificate (if required) .....£ : 6:

Committee's Minute 10<sup>th</sup> August 1854

Character assigned 3 A 1

*W. Pope  
17/8/54  
Jab  
Certificate*

