

No. 18626 Survey held at Shiloh

Date September to March 9th 1864

on the Schooner Chaparral

Master Thos Hughes

Tonnage Old 88 New 88 52/100

Built at Shiloh

When built 1864

Launched 9th March

By whom built Ferguson & Co

Owners E Lewis & Co

Port belonging to Chester

Destined Voyage Coasting

Surveyed while Building, Afloat, or in Dry Dock On the Block in dry dock

Length aloft			Extreme Breadth Outside			Depth of Hold		
Feet.	Inches.		Feet.	Inches.		Feet.	Inches.	
293	79		20	3		9	9	
Scantlings of Timber.								
TIMBER AND SPACE								
Floors	9	18	8 1/2	8 1/4	8	8	8	8
1 st Foothooks	9	8 1/2	8 1/4	8	8	8	8	8
2 nd Ditto	6	11 1/4	4 3/4	5 1/2	5 1/2	4	4	4
3 rd Ditto	6	6	4 3/4	5 1/2	5 1/2	4	4	4
Top Timbers	"	"	"	"	"	"	"	"
Deck Beams	8 1/2	8 1/2	4	4	4	4	4	4
Deck Beams, length amidships	19	feet	"	"	"	"	"	"
Hold Beams	"	"	"	"	"	"	"	"
Hold Beams, length amidships	"	"	"	"	"	"	"	"
Keel	9 1/2	12	12	8	8	8	8	8
Scarp of Ditto	6	feet	4	feet	4	feet	4	feet
Keelsons	12	14	"	9	9	"	"	"
Scarp of Ditto	"	"	"	"	"	"	"	"
Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.								
Rider Nelson 12 by 8 of Greenheart								
Heel-Knee, and Deadwood abaft	1	14/16						
Scarp of Keel	3/4	14/16						
Keelson Bolts through Keel at each Floor	7/8	12/16						
Bolts through Heels of Timbers against Deadwood	3/4	10/16						
Transoms and throats of Hooks	1	14/16						
Arms of Hooks	7/8	14/16						
Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	3/4	9/16						
Butt End Bolts	5/8	9/16						
Pintles of the Rudder	2	1 1/8						
Waterway								
Hold Beam Bolts in								
Knees								
Shelf or Clamp								
Deck Beam Bolts in								
Knees								
Shelf or Clamp								
Nails or Bolts in Flat of Deck								
Treenails								

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 Inches. The Space between the Top-Timbers is 3 Inches.

The Floors consist of English oak The First Foothooks of English oak

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 3 feet 9 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 @ 5 feet

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

The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are all 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. another Square head & heels of the frame doubled The Main piece of Rudder is English oak

The Main Keelson is Greenheart and all 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 all free from all defects.

The Deck and Hold Beams consist of English oak The Breasthooks of English oak The Knees of English oak

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Rock Elm

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 English oak

The Sheer-strakes and Plank-sheers English oak

The Decks Yellow Pine

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 Haue strakes between, and without step-butting

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

The Ceiling, Lower Hold, and between Decks of English oak Shelf Pieces and Clamps Greenheart & English oak

Fastenings.—To Hold Beams no Hold Beams

Deck Beams Double wood lodging knees and five Pairs of knee ridings which extend down below the bilges

Number of Breasthooks Three Pointers none Crutches Three Hook round them

Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. one short bolt

Bilge and Limber Strakes Iron bolted through and clenched. Treenails of English oak How Made Burned

Thickstuff over Double Floors Iron bolted through and clenched. General Quality of Workmanship good

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

Builder's Signature Ferguson & Co Surveyor's Signature W. M. M.

Lloyd's Register Foundation

LIV 584-0329

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.	
3	Fore Sails,		Chain	120 1/4	2	6-1-2	
1	Fore Top Sails,		Hempen Stream Cable	90 1		5-3-20	
1	Fore Topmast Stay Sails,		Hawser	90 4	1	1-3-8	
1	Main Sails,		Towlines	" "			
1	Main Top Sails,		Warp	90 3	1	1-1-7	
1	Square Sail		All of <u>good</u> quality.				
1	and other light sails						

Her Standing and Running Rigging well fitted and sufficient in size and good in quality.

She has one Long Boat and

The present state of the Windlass is good Capstan winch Rudder and 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

2nd. When the Beams are put in, &c. frequently while building

3rd. { When completed, and before the plank be painted or payed }

This vessel is Built of best Materials workmanship good and well fastened. Pistings cut out to examine the Caulking and found good.

Has 60 fathoms 1 inch Chain Proved to 13 tons

60 do 1 1/4 do Proved to 10 1/2 tons

2 Bower Anchors 6-1-2 Proved to 7 3/4 tons

Stream do 5-3-20 Proved to 7 1/4 tons

1-3-8 Kedge 1-1-7

90 fathoms Latch 1-4 & 3 inch warps, Sails as named above

Makers' certificate

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

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done

I am of opinion this Vessel should be Classed 12 A T

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,

Special£ 5 : 5 : 0 28/6/64

Certificate£ Gratis

Committee's Minute Spent 29th March 1864

Character assigned 12 A 1

Booth and Son S. J. G. J.