

No. 18695 Survey held at Flint-Lancaster, Date 7th Sept-1863 to 23rd January 1864
on the Schooner William Shepherd Master S. Dodd
Tonnage Old Built at Flint When built 1864 Launched 12th Jan 64
By whom built D Jones Owners W Shepherd
Part belonging to Chester Destined Voyage Coasting
If surveyed while Building, Afloat, or in Dry Dock On the Block and Afloat

Length aloft		Feet.	Inches.	Extreme Breadth Outside		Feet.	Inches.	Depth of Hold		Feet.	Inches.		
		74	"			19	"			9	2 1/10		
Scantlings of Timber.				REQUIRED PER RULE.				Thickness of Plank.					
		Sided.	Moulded.			Sided.	Moulded.						
		Middle.	Ends.			Middle.	Ends.	INCHES.		INCHES.			
								In Ship.	Required per Rule.	Inside.	Required per Rule.		
TIMBER AND SPACE		"	18	"	18	"	"	Outside.					
Floors		8	9	7 1/2	7	"	"	Garboard Strakes	2 1/2	2	Limber Strakes	3	2 1/2
1 st Foothooks		7 1/2	8	7	6	"	"	Garboard to Bilge	3 1/2	2	Bilge Planks	4	2 1/2
2 nd Ditto		7	7	6 1/2	6 1/2	"	"	Bilge Planks	5	2	Ceiling in Flat	2 1/2	1 1/2
3 rd Ditto		6	"	4 3/4	5 1/2	"	4 1/2	Bilge to Wales	2 1/2	2	Ditto Bilge to Clamp	2 1/4	1 1/2
Top Timbers		6	"	4 3/4	5	"	4 1/2	Wales	3 1/2	3	Hold Beam Clamps	—	—
Deck } N ^o 13		Average } 4 feet	7 1/2	8 1/2	5 3/4	7	5 3/4	Topsides	2 1/2	2 1/4	Deck Beam Ditto	3	2
Beams }								Sheer Strakes	3	2 1/4	Ceiling 'twixt Decks	—	—
Deck Beams, length amidships		18	feet	"	"	"	"	Plank Sheers	2 1/2	2	Hold Beam Shelves	—	—
Hold } None		Average } —	"	"	"	"	"	Water-Upper Deck	5	3 1/2	Deck Beam Ditto	—	—
Beams }								Ways } Lower Deck	None				
Hold Beams, length amidships		"	"	"	"	"	"	Ditto, faying surface	2 1/2	"			
Keel		10	13	13	8	8	8	against Timbers	2 1/2	"			
Scarphs of Ditto		6	feet	4	feet	8	8	Upper Deck	2 1/2	2 1/2			
Keelsons		13	14	"	9	9	9						
Scarphs of Ditto		"	"	"	14	14	14						
Size of Bolts in Fastenings distinguishing whether Copper or Iron; also of Treenails.												Copper.	

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

Heel-Knee, and Deadwood abaft		Copper or Iron	Inches in Ship	Transoms and throats of Hooks		Copper or Iron	Inches in Ship	Waterway		Copper or Iron	Inches in Ship
Scarp of Keel			1 1/2	Arms of Hooks			1 1/2	Knees			
Keelson Bolts through Keel at each Floor			3/4	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors			3/4	Shelf or Clamp			
Bolts through Heels of Timbers against Deadwood			7/8	Butt End Bolts			3/4	Waterway			
			10/16	Pintles of the Rudder			1 1/2	Knees			10/16
								Shelf or Clamp			
								Nails or Bolts in Flat of Deck			nails
								Treenails			1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 Inches. The Space between the Top-Timbers is 1 1/2 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 6 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 feet 6

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 and free from sap

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 1/2 of the entire moulding at that place.

The Frame is not chocked with a Butt at each end of the chock. 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 Oak & Pine or to the First Foothook Heads

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 Topsides English Oak

The Sheer-strakes and Plank-sheers English Oak The Water-ways { Upper Deck English Oak Lower Deck None

The Decks Yellow pine State of very good

The Shifts of the Planking are not less than 4 Feet 6 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 3 strakes between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are White Oak, all of American White Oak

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

Fastenings.—To Hold Beams No Hold Beams

Deck Beams Double wood, lodging knees and 4 Pairs of long iron knees which extend down to the lower part of the bilge and are well fastened

Number of Breasthooks Three Pointers Round Point Crutches 4 Hooks all

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 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

David Jones

Surveyor's Signature

W. H. H. H.

Lloyd's Register of Shipping

LV584-0331

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	Libby		Chain	.....	115	17 7/8	Bower,	4-3-4
1	Fore Sails,		Hempen Stream Cable	.....	90	6		4-3-0
1	Boom fore Sail		Hawser	.....	90	4 1/2	Stream,	2-0-2 1/2
1	Fore Top Sails,		Towlines	.....	"	"	
1	Main		Warp	.....	90	3	Kedge,	1-1-24
1	Fore Topmast Stay Sails,		All of	good	quality.			
1	Main Sails,							
1	Loft							
1	Main Top Sails,							
1	Square Sail							
and								

Her Standing and Running Rigging is well fitted & 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.

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

Surveyed frequently while building

*This vessel is built of good materials
and the workmanship good. Listings have been cut out of
the planking to examine the caulking and found good.
75 fathoms 7/8 chain Proved to 9 tons
75 do 15/16 do do Proved to 10 1/2 tons
15 do 1/4 do Proved to 20 3/4 tons
2 anchors 4-3-4 test ~~not~~ Proved to 10 tons
anchors Proved to 15 1/4 tons*

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 A I

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

Special£ 5 : 5 : 26/4/64 Wm

Certificate£ Gratis

Committee's Minute Spool 23rd April 1864

Character assigned A1 for 9 years

Built under Mr. Dwyer



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Lloyd's Register
Foundation