

No. 3274 Survey held at Mincardine Date 11th February 1865 22nd March 1866
on the Barque "Bon Nere" Master John Woodie
Tonnage under tonnage deck 244.41 Built at Mincardine When built 1866 Laid down 19th March 1866
Ditto of poop Half or spar deck 14.05 By whom built James Wright & Son Owners Wm. Woodie & Co.
Total tonnage 288.46 Port belonging to London Destined Voyage Baltic
Surveyed while Building, Afloat, or in Dry Dock While Building

Length as per section 39 ..	Feet.	Inches.	Extreme Breadth Outside				Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	115	0	IN SHIP. Sided. Mounded.				24	2	14	112	One	
Scarpings of Timber.												
TIMBER AND SPACE	25	ins	REQUIRED PER RULE. Sided. Mounded.				(Depth from limber-strakes to under side of lower deck beam 8 feet)					
Floors	10	10	Middle.	Ends.	Middle.	Ends.	Outside Plank.					
1 st Foothooks	9 1/2	9 1/2	✓		✓		In Ship. Required Rule.					
2 nd Ditto	8 1/2	8 1/2	✓		✓		Garboard Strakes .. 3 1/2 3					
3 rd Ditto	8	✓	6	4 1/2	4	5	Garboard to Bilge .. 3 1/2 3					
Top Timbers	4 1/2	✓	6	4 1/2	✓	5	Bilge Planks 4 1/2 3					
Deck } No 25 Average Space } 4/0	8 1/2	8	6 1/2	8	8	6 1/2	Bilge to Wales 3 1/2 3					
Deck Beams, length amidships	22	46	ins	✓	✓	✓	Wales 4 1/2 4 1/2					
Hold } No 11 Average Space } 8/0	11	11	9 1/2	10 1/2	10 1/2	9	Topsides 3 1/2 3 1/2					
Hold Beams, length amidships	22	46	ins	✓	✓	✓	Sheer Strakes					
Keel	12	12 1/2	✓	11 1/2	11 1/2	✓	Plank Sheers 3 1/2 3					
Scarpings of Ditto	6	✓		5 1/2	✓		Water Upper Deck 9 1/2 9 1/2 5					
Keelsons	13	14 1/2	✓	12 1/2	12 1/2	✓	Ways Lower Deck 4 3 1/2					
Scarpings of Ditto	6 1/2	✓		5 1/2	✓		Ditto, faying surface against Timbers .. 6 1/2 5					
							Upper Deck 3 2 1/2					

Dimensions of Ship per Register.		
length	120.5	breadth 24 1/2 depth 14.9
Inside Plank.		
	In Ship.	Required per Rule.
Limber Strakes ...	3 1/2	3 1/2
Bilge Planks	3 1/2	3 1/2
Ceiling in Flat	3 1/2	3 1/2
Ditto Bilge to Clamp	3 1/2	3 1/2
Hold Beam Clamps ..	✓	2 1/2
Deck Beam Ditto ..	2 1/2	2 1/2
Ceiling 'twixt Decks	2 1/2	✓
Hold Beam Shelves ..	1 1/2	2 1/2
Deck Beam Ditto ..	2 1/2	✓

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.									
Heel-Knee, & Deadw'd abaft	Copper or Y.M. in ship.	Iron in ship.	Inches required per Rule	Transoms and throats of Hooks	Copper or Y.M. in ship.	Iron in ship.	Inches required per Rule	Hold Beam Bolts in	Waterway
Scarpings of Keel, No 9	1 1/2	1 1/2	1 1/2	Arms of Hooks	1 1/2	1 1/2	1 1/2		Knees
Keelson Bolts through Keel at each Floor	1	1	1 1/2	Thro' Bilge & Limber Strakes	1 1/2	1 1/2	1 1/2	Deck Beam Bolts in	Waterway
Bolts thro' Heels of Timbers against Deadwood	1 1/2	1 1/2	1 1/2	Thickstuff over Double Floors	1 1/2	1 1/2	1 1/2		Knees
				Butt End Bolts	1 1/2	1 1/2	1 1/2		Shelf or Clamp
				Pintles of the Rudder	2 1/2	2 1/2	2 1/2	Nails or Bolts in Flat of Deck	
								Treenails	Inches 14

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.
The Floors consist of British Oak 9 The First Foothooks of British Oak 9
The Second Foothooks of British Oak 12 The Third Foothooks and Top Timbers of British Oak 12
The Shifts of the First and Second Foothooks are not less than 3/4 N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are well shifted

The Frame is fairly squared from First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is square & sound
The all Frames are frame bolted together to the Gunwale. N. B. If not, state how bolted.
The Butts of the Timbers are fitted close together; their thickness not less than 3 1/2 of the entire moulding at that place.

The Frame is cross choiced with a Butt at each end of the choick. The Main piece of Rudder is British Oak of Windlass is British Oak
The Keel is Amst. Elm & Beech The Main Keelson is Greenheart & British Oak and is free from all defects.

The Stem, and Stern Post of British Oak 12 The Transoms, Knight Heads, Hawse Timbers, and Aprons of British Oak 12 Deadwood, of Beech to 24 British Oak and are free from all defects.

The Deck and Hold Beams of British Oak & Greenheart The Breasthooks of British Oak & Iron The Knees of Iron
Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Amst. Elm, Beech & Red Pine
or to the First Foothook Heads }
From the above named Height to the Light Water Mark Red Pine 8 or 9

From the Light Water Mark to the Wales British Oak 9
The Wales and Black-strakes are Greenheart & British Oak The Topsides & Sheer-strakes Greenheart & British Oak

The Spirketting and Plank-sheers British Oak 9 The Water-ways { Upper Deck Red Pine 10
Lower Deck

The Decks Yellow Pine State of good
The Shifts of the Planking are not less than 5 Feet 0 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 three and four between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are British Oak 10
The Ceiling, Lower Hold, and between Decks British Oak 10 Shelf Pieces and Clamps British Oak 10

Fastenings.—To Hold Beams Beams dovetailed to thick clamp and spirketting through bolted, Ledger Nieces to every Beam, Four pairs of Rider Nieces, and Five pairs of Hanging Nieces.

Deck Beams Beams dovetailed to thick shelf and Waterway, Twenty pairs of Hanging Nieces, Six Beams with British Oak Ledger Nieces, Iron Ledger Nieces in Middle spaces.

Number of Breasthooks 4 of Iron & 2 British Oak Pointers 2 British Oak Transoms 4 Crutches 3 of Iron
Butt End Bolts are of Yellow Metal in the Bottom. Two Bolts in each Butt End one through and clenched.
Bilge and Limber Strakes bolted through and clenched. Treenails of British Oak How Made Round
Thickstuff over Double Floors is 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 James Wright & Son Surveyor's Signature Edmund Graham

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.			ANCHORS, &c.				
N ^o .		<i>Sydney Public Test</i>	Fathoms.	Size.	Tested to, as per Certificate.	<i>Sydney Public Test</i>	N ^o .	Weight. Ex. Stock.	Tested to, as per Certificate.
2	Fore Sails,	Chain	210	18th	25.5	Bower,	1	11.0.0	12.14.2.0
2	Fore Top Sails,	Hempen Stream Cable ..	80	5			1	9.1.0	11.6.3.10
2	Fore Topmast Stay Sails,	Hawser	60	5/8			1	8.1.21	10.11.1.0
1	Main Sails,	Towlines	45	4 1/2		Stream,	1	4.3.0	
1	Main Top Sails,	Warp	80	4		Kedge,	1	2.0.21	
and <i>others as usual for a Baltic port</i>		All of <i>good</i> quality.							
Her Standing and Running Rigging		<i>Wire & Hemp</i>			sufficient in size and		<i>good</i> in quality.		
She has		<i>One</i> Long Boat		and		<i>Two others</i>			
The present state of the Windlass is		<i>efficient</i>		Capstan		<i>D.W.</i>		Rudder <i>and</i> Pumps <i>efficient</i>	

Order for Special Survey,
No. 138 Date 23rd June 1865

Order for Ordinary Survey,
No. ✓ Date ✓

DATES of Surveys
held while building,
as per Section 35.

1st. When the Frame is completed *Specially Surveyed while*
2nd. When the Beams are put in, &c. *building from 11th Feb/65*
3rd. { When completed, and before the }
 { plank be painted or payed } *to 22nd March 1865.*

General Remarks

The outside planking from the lower part of Keel up to the height of one fifth the depth of Hold below the upper side of Upper Deck and the heels of the Transom Timbers are fastened with Yellow metal to the entire exclusion of Iron, and the remainder including the inside fastening of Galvanized Iron as required by the Rule Section 46 for vessels claiming an additional year.

James Wright & Son

The recommendations made on this vessel in conjunction with Mr. Weymouth on his recent visit to this District have been satisfactorily complied with.

Present condition of Caulking of Bottom,

Pieces cut out for examination

Deck, good

and Waterways Good

If Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed 10. A. L.

The Amount of the Fee.....£ 3 : 0 : 0 is received by me,

Special£ 14: 8: 0

Certificate £ 2 : :

Committee's Minute 27th March 18 66

Character assigned

A. - for 10 years

To have per 1/2 MS
Ad. P. 34/5/66

mt

Edmund Cowie Esq

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Lloyd's Register
Foundation