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1867

Survey held at Miramichi Date Jan'y. to July
 New Ship Atlantic King Master Jno. Barry
 Tonnage under tonnage deck 861.69 Built at Miramichi When built 1866-67 Launched 2nd July 1867
 No of poop 12.60 or spar deck By whom built Jas Desmond Owners Wm Muirhead
 Spaces 45.80 Port belonging to Miramichi Destined Voyage Miramichi to Liverpool
 Tonnage 980.09 Surveyed while Building, Afloat, or in Dry Dock While building

Length as per section 39 ..	Feet. 151	Inches. 154	Extreme Breadth Outside	Feet. 35	Inches. 0	Depth of Hold	Feet. 23	Inches. 0	Number of Decks <u>one</u>
Length of Keel	154								
Scantlings of Timber.									
Timber and Space	28								
Floors	Double								
1 st Foothooks	12 1/2	13	11 1/2	12 3/4	12 3/4	11 1/2			
2 nd Ditto	11 1/2	12 1/2	10 1/2	11 3/4	11 3/4	10 1/2			
3 rd Ditto	10 1/2	11 1/2	9 1/2	10 3/4	10 3/4	9 1/2			
Top Timbers	10 1/2	11 1/2	9 1/2	10 3/4	10 3/4	9 1/2			
Deck } No 26 Average } 4.8 1/2									
Beams } Space }									
Deck Beams, length amidships	33.4								
Hold } No 24 Average } 4.6									
Beams } Space }									
Hold Beams, length amidships	34.4								
Keel	15	15 1/2		15 1/4	15 1/4				
Scarp of Ditto	7.0			6.6	6.6				
Keelsons	17	17		16 1/4	16 1/4				
Scarp of Ditto	7.0			6.6	6.6				
Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.									
Heel-Knee, & Deadwood abaft		1 1/2	16 1/6						
Scarp of Keel, No. 8		1 3/8	13 1/2						
Keelson Bolts through Keel		1 3/8	14 1/6						
at each Floor									
Bolts thro' Heels of Timbers		1 1/8	1						
against Deadwood									
Transoms and throats of Hooks									
Arms of Hooks									
Thro' Bilge & Limber Strakes									
Thickstuff over Double Floors									
Butt End Bolts									
Short Bolts in Ceiling									
Pintles of the Rudder									
Hold Beam									
Bolts in									
Deck Beam									
Bolts in									
Nails or Bolt in Flat of Deck									
Treenails .. Inches 1 1/2									

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 Inches. The Space between the Top-Timbers is 3-3 1/2 Inches.

The Floors consist of Birch & Tamarac The First Foothooks of Tamarac

The Second Foothooks of Tamarac The Third Foothooks and Top Timbers of Tamarac

The Shifts of the First and Second Foothooks are not less than 4.6 to 5.0 N. B. When less than prescribed by the Rule, state how many.

The rest of the shifts of the floors are 5.0

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

The whole of the Frames are now bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are quite close together; their thickness not less than 1/3rd of the entire moulding at that place.

The Frame is crossed chocked with a Butt at each end of the chock. The Main piece of Rudder is Oak of Windlass is Oak

The Keel is Birch & Rock The Main Keelson is Oak and — free from all defects.

The Stem, and Stern Post of Tamarac

and Aprons of Tamarac

The Transoms, Knight Heads, Hawse Timbers, Deadwood, of Birch to the height of 14 and are — free from all defects.

The Deck (and Hold Beams) of Tamarac & Red Pine The Breasthooks of Tamarac The Knees of Spruce & Tamarac

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Birch & Tamarac
 or to the First Foothook Heads }

From the above named Height to the Light Water Mark Birch & Tamarac

From the Light Water Mark to the Wales Tamarac & a few Red Pine

The Wales and Black-strakes are Tamarac The Topsides & Sheer-strakes Tamarac

The Spirketting and Plank-sheers Tamarac The Water-ways { Upper Deck Yellow Pine
 Lower Deck Tamarac

The Decks Yellow Pine State of fair state

The Shifts of the Planking are not less than 6 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 four strakes between, and without step-buttling.

Planking Inside.—The Limber-strakes and Bilge-strakes are Tamarac

The Ceiling, Lower Hold, and between Decks Tamarac Shelf Pieces and Clamps Tamarac

Fastenings.—To Hold Beams Spruce and Tamarac Lodging Knus sided 8 ins having Eighteen (18) pairs of Iron hanging Knus Ridders and Six pairs of Iron hanging Knus wrought over diagonal pointers

Deck Beams Spruce and Tamarac Lodging Knus sided 7 ins having Twenty-six (26) pairs of Iron hanging Knus

Number of Breasthooks Eleven (11) Pointers Four pairs Crutches Six

Butt End Bolts are of Yellow Metal in the Bottom. Two Bolts in each Butt End one of which is through and clenched.

Bilge and Limber Strakes Y. Metal bolted through and clenched. Treenails of Tamarac How Made Turned and Planed

Thickstuff over Double Floors Y. Metal 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 Desmond

Surveyor's Signature Saml. Laphor

Lloyd's Register
Foundation

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

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test as per Rule.
	Fore Sails,	Chain	60	13/4	55.2.0			Bowers	1	30.1.23	28.19.2		
	Fore Top Sails,		60	13/4	55.2.0				X1	38.0.0	not produced		
	Fore Topmast Stay Sails,	Hempen Stream Cable	90	10				X this anchor was shipped in the Glen cora from Mynamah last year and having been lost in the River has since been found in Stream					
	Main Sails,	Hawser	90	6									
	Main Top Sails,	Towlines											
		Warp											
		All of <u>New</u> quality.						Kedges	1				

Her Standing and Running Rigging are sufficient in size and good in quality.

She has a 25 feet Long Boat and a gig

The present state of the Windlass is good Capstan no. good Rudder good Pumps 2 no Wood

Order for Special Survey,

No. _____ Date _____

Order for Ordinary Survey,

No. _____ Date _____

DATES of Surveys

held while building,

as per Section 35.

1st. When the Frame is completed On all occasions

2nd. When the Beams are put in, &c. practicable during

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

General Remarks

Fourteen pairs of Iron plates of $4\frac{1}{2} \times \frac{3}{4}$ and $4\frac{1}{2} \times \frac{7}{8}$ iron are wrought diagonally on the outside of Frame and bolted as per Sec. 62.

Iron Knees & Riders

	Upp Deck	Low Deck
Number of Pairs - - - - -	26	
Breadth - - - - -		
Thickness at angle of Throat - - -	4-4 1/2	4 1/2
at throat holes - - - - -	4 1/2	4 1/2
at joints of timbers - - - - -	2 3/4	3
at ends - - - - -	1 1/4	1 1/2
Length of Beam Arms - - - - -	3.6	3.10
" of side arms to Upp Deck - - -	5.0	
Side arms of Riders extend over Bidges to about 3.0 from Nelson bolted with Y.M.C Iron Bolts at about 20 ins apart	2.75	9 feet

The Frame is of healthy material and strongly put together. The planking well wrought and through treenailed, the principal securities are strongly supplied and through fastened, the Iron Knees & Riders are suitably furnished.

It is submitted that she is eligible to be clasped as recommended.

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

The caulking has been thoroughly tested

If Sheathed, Doubled, Felted, or Coppered _____

When last done _____

I am of opinion this Vessel should be Classed YA

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Special£ 49 : 0 : 0

Certificate£ : : :

Committee's Minute 30 August 1864

Character assigned for 7 Years

The Owner will feel obliged if the Certificate of Classification may be forwarded to A.G. Kidston & Co. Glasgow