

No. 1359 Survey held at Cardiff Date August 22nd 1855
on the Barge "Pharamond" Master William Phillips
Tonnage Old 409 Built at Cardiff When built in 1854 & 1855
By whom built Thos Bachelors Brothers Owners R. Jolly & Co
Port belonging to London Destined Voyage Coaster to London & Limerick
If Surveyed while Building, Afloat, or in Dry Dock At the different stages during the progress of Building

Length aloft 124 ^{Feet.} 2 ^{Inches.} Extreme Breadth 26 ^{Feet.} 8 ^{Inches.} Depth of Hold 17 ^{Feet.} 8 ^{Inches.}

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....	sided <u>12</u>	Moulded <u>13</u>	<u>11</u>	Keel to Bilge	<u>4</u>	Limber Strakes	<u>4</u>
1 st Foothooks.....	<u>10</u>	<u>11</u>	<u>10</u>	Bilge Planks	<u>4</u>	Bilge Planks	<u>4</u>
2 nd Ditto.....	<u>9</u>	<u>10</u>	<u>9</u>	Bilge to Wales	<u>4</u>	Ceiling in Flat	<u>3</u>
3 rd Ditto.....	<u>8</u>	<u>9</u>	<u>8</u>	Wales	<u>4</u>	Ditto Bilge to Clamp	<u>3</u>
Top Timbers	<u>7</u>	<u>8</u>	<u>7</u>	Short Hoods	<u>3</u>	Hold Beam Clamps	<u>8</u>
Deck Beams N ^o <u>23</u> Average Space } <u>4 feet</u>	<u>10</u>	<u>9</u>	<u>9</u>	Topsides ...	<u>4</u>	Deck Beam Ditto	<u>6</u>
Hold Beams N ^o <u>18</u> Average Space } <u>4 feet</u>	<u>12</u>	<u>12</u>	<u>9</u>	Sheer Strakes 2 <u>4</u> <u>ft.</u>	<u>4</u>	Ceiling 'twixt Decks	<u>3</u>
Keel	<u>13</u>	<u>20</u>	<u>1</u>	Plank Sheers.....	<u>5</u>	Hold Beam Shelves	<u>4</u>
Keelsons	<u>14</u>	<u>1</u>	<u>1</u>	Water-Ways	<u>4</u>	Deck Beam Ditto.....	<u>4</u>
Scarp of Ditto	<u>14</u>	<u>6</u>	<u>6</u>	Upper Deck	<u>3</u>		

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

Copper	Iron	Copper	Iron	Copper	Iron
Inches.	Inches.	Inches.	Inches.	Inches.	Inches.
Heel-Knee, and Deadwood abaft <u>1 1/2</u>		Transoms and throats of Hooks .. <u>1 1/2</u>		Lower Pintle of the Rudder <u>3</u>	
Scarp of Keel.....N ^o . <u>8</u> <u>1 1/2</u>		Arms of Hooks	<u>1 1/2</u>	Hold Beam	<u>1</u>
Floor Timber Bolts	<u>1 1/2</u>	Bolts thro' Bilge & Limber Strakes <u>1 1/2</u>		Deck Beam	<u>1 1/2</u>
Kelson ditto	<u>1 1/2</u>	Butt End Bolts <u>1 1/2</u>			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 1/2 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, consist of English Oak & Teak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak and are all free from all defects.

The Floors consist of English Oak The First Foothooks of English Oak Timber.

The Second Foothooks of English Oak The Third Foothooks of English Oak The Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 feet 6 inches to 4 feet 6 inches

The Frame is well squared from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is equally good and free from sap and other defects.

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 1/4 of the entire moulding at that place.

The Frame is loose chocked with a Butt at each end of the chock. Some places, some without butts, mostly butts

The Main Keelson is American Oak and free from all defects. The False Keelson is American Oak

The Deck Beams consist of American Oak The Hold Beams of Pitch Pine The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is English & American Elm

From the above named Height to the Light Water Mark American Elm, Baltic Fir & Pitch Pine

From the Light Water Mark to the Wales American Oak, Baltic Fir and Pitch Pine

The Wales and Black-strakes are American Oak & Pitch Pine The Topsides American Oak

The Sheer-strakes American Oak and Plank-sheers American Oak The Water-ways Red Pine & English Oak

The Decks Baltic Fir (Iron fastened) State of good quality

The Shifts of the Planking are not less than 5 Feet 1 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

Planking Inside.—The Limber-strakes are American Oak the Bilge Planks American Oak

The Ceiling, Lower Hold, American Oak English Between Decks Red Pine and Pitch Pine

Shelf Pieces none Clamps American Oak

Fastenings.—To Hold Beams Horizontal Iron Staple Knees, between the Beams, and

Eight Iron Ranging Knees each side, all well bolted through and clenched

Deck Beams Horizontal Iron Staple Knees, between the Beams, with Nine Iron

Ranging Knees, and two Staple Standards, each side.

Number of Breasthooks 6 3 English Oak Pointers 1 pair Iron Crutches 1 pair Iron

Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are all bolted through and clenched. Treenails of English Oak How Made Circular

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

Lloyd's Register
Foundation

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.
2	Fore Sails,	Chain <u>Proof 33 Tons</u>	240	17 1/2	Bower,	3	20-0-0	Don
1	Fore Top Sails,	Hempen Stream Cable	90	7 1/2	Stream,	1	19-0-0	Don
2	Fore Topmast Stay Sails,	Hawser	90	6 1/2			18-0-0	Don
1	Main Sails,	Towlines						
2	Main Top Sails,	Warp	80	4	Kedge,	1	17-2-0	Don
and <u>Two jibs and all other sails for Baltic outfit</u>			All of <u>good</u> quality.					

Her Standing and Running Rigging all new sufficient in size and good in quality.

She has One 25 ft Long Boat and One 21 ft Pinnace and 21 ft Jig

The present state of the Windlass is good Capstan Winch Rudder good Pumps Don good
Fitted with Patent Pumps

General Remarks—Statement and Date of Repairs.

This vessel was seen by Mess^{rs} Ritchie and Wood, and a part of the Committee when in Frame at Cairn. The timbers of the Frame objected to removed and replaced with others suitable and good. She has been subsequently seen by Mr Wood at three other stages during the building. Sheer Strakes of the Poop and Topgall^{ies} Forecastle and the other planking of Poop and Topgall^{ies} Forecastle too thin, and sappy removed and replaced with new good sound and thicker. The whole of the remainder of the materials used are of fair quantity and the workmanship good. The Bilges are bottled farther forward and aft than the Rules require but, the Limber Strakes are only bottled through from the Fore Mast to two Aboon the aft side of Main Mast. As she is only yellow metal fastened to the 13 feet mast, she is yellow metal over part Iron bolts. Some of Aft Beam bolts and some of through butt bolts being shorter over with the yellow metal. I am of opinion she is eligible to be 8 years grade and recommend as such below H. H.

If Sheathed, Doubled, Felted, or Coppered Papered and sheathed When last done in August 1855
with yellow metal 15 ft 6 inches aft and 14 ft 6 inches forward

I am of opinion this Vessel should be Classed S A 1 from 1855

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

Sept 1855

Special£ 6 : 6 : 0 for attendance

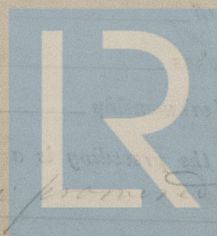
at different times

Certificate (if required)£ : 5 : 0

Committee's Minute 4th September 1855

Character assigned 1 for 8 Years

I have inserted the fee and have paid the Builder here from the amount with Mr Wood's fee also — A. Haynes



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