

No. 339 Survey held at Ponce & Island Date February 4 November 1861
on the Bugantine William Master Michl. Walsh
Tonnage Old 255 3/4 Built at Grand River When built 1861 Launched Nov 1861
By whom built Martin McEnnis Owners Wm Lord & Son & James Lord
Part belonging to James Edward Hall Destined Voyage Liverpool
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	100	00	Extreme Breadth Outside				23	20	Depth of Hold				12	65	
Length of Keel	96		IN SHIP.		REQUIRED PER RULE.		Thickness of Plank.								
Scantlings of Timber.	Sided,	Moulded.	Sided.	Moulded.	Outside.				INCHES.		Inside.				
	Middle.	Ends.	Middle.	Ends.	In Ship.	Required per Rule.	In Ship.	Required per Rule.							
TIMBER AND SPACE	23		20		Garboard Strakes	3	2 1/2	Limber Strakes	Two	4	3				
Floors	9 1/2	10 1/2	12	9	2	2	4	Garboard to Bilge	3	2 1/2	Bilge Planks	four	4	3	
1st Foothooks	9 1/2	10 1/2	9	8 1/2	7	7	6	Bilge Planks	4	2 1/2	Ceiling in Flat	3	2		
2nd Ditto	9	10	8 1/2	7 1/2	6 1/2	6 1/2	5 1/2	Bilge to Wales	3	2 1/2	Ditto Bilge to Clamp	3	2		
3rd Ditto	9	10	6	5	4	4	3	Wales	4	2	Hold Beam Clamps	Two	4 1/4	8	
Top Timbers	9	10	6	5	4	4	3	Topsides	10 strakes	4	3	Deck Beam Ditto	Two	4 1/4	9
Deck Beams	No 22	Average Space	3	10	10 1/2	12	10 1/2	7 1/4	4 1/4	3 1/4	6 1/2	Ceiling & twist Decks	3	2	
Deck Beams, length amidships	21	4						Sheer Strakes	4	3	Hold Beam Shelves				
Hold Beams	No 5	Average Space	10 1/2	12	10	8	10	10	8	2 3/4	2 1/2	Deck Beam Ditto			
Hold Beams, length amidships	21	4						Plank Sheers							
Keel	11 1/4	15			10	10		Water Upper Deck	5	7 1/2	5				
Scarphs of Ditto	6	0			4	6		Ways Lower Deck	4	4					
Keelsons	11	11 1/2			11	11		Ditto, faying surface against Timbers	14 1/2	5					
Scarphs of Ditto	5	8			5	0		Upper Deck	3	2 1/2					
Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.															

Copper or Iron.		Inches in Ship.	Inches required per Rule.	Copper or Iron.		Inches in Ship.	Inches required per Rule.
Heel-Knee, and Deadwood abaft		1	1	Transoms and throats of Hooks		1 7/8	7/8
Scarp of Keel		3/4	3/4	Arms of Hooks		3/4 7/8	3/4
Keelson Bolts through Keel at each Floor		1 7/8	7/8	Bolts thro' Bilge & Limber Strakes, or Thickest over Double Floors		3/4	5/8
Bolts through Heels of Timbers against Deadwood		3/4 7/8	3/4	Butt End Bolts		5/8	5/8
				Pintles of the Rudder		2 1/4	2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is $\frac{1}{2}$ 2 Inches. The Space between the Top-Timbers is $\frac{1}{2}$ 2 1/2 Inches.
The Floors consist of Birch, Beech, Maple & Spruce The First Foothooks of Birch, Beech, Maple, Spruce
The Second Foothooks of Birch, Beech, Spruce, Bastard The Third Foothooks and Top Timbers of Spruce and Bastard Red Pine
The Shifts of the First and Second Foothooks are not less than 8 1/2 N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are 8 1/2 to 10 0

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

The alternate Frames are iron bolted together to the Gunwale.

N. B. If not, state how bolted.

The Butts of the Timbers are quite close together; their thickness generally not less than $\frac{1}{3}$ of the entire moulding at that place.

The Frame is partly choked with gunpowder Butt at each end of the chock.

The Main piece of Rudder is Birch

The Main Keelson is Birch, Beech, Maple and — free from all defects.

The Main piece of Windlass is Birch

The Stem, and Stern Post, consist of Birch

The Transoms, Aprons, Knight Heads, and

Hawse Timbers of Birch, Spruce, Yellow Pine Deadwood, of Birch and Beech and are — free from all defects.

The Deck and Hold Beams consist of Spruce

The Breasthooks of Birch, Beech The Knees of Spruce

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

From the above named Height to the Light Water Mark Birch

From the Light Water Mark to the Wales Birch and Spruce

The Wales and Black-strakes are Spruce

The Topsides Spruce

The Sheer-strakes and Plank-sheers Spruce

The Water-ways { Upper Deck Spruce
Lower Deck Spruce

The Decks Spruce

State of good

The Shifts of the Planking are not less than 5 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 three between, and without step-buttling

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

The Ceiling, Lower Hold, and between Decks Birch and Spruce Shelf Pieces and Clamps Spruce

Fastenings.—To Hold Beams Lodging knees of Spruce

Deck Beams Lodging knees of Spruce few Juniper and 5 Pairs of vertical iron

Number of Breasthooks 14 Birch, Beech Pointers 1 Pair Birch Crutches 3 Birch, Spruce

Butts End Bolts are of iron in the Bottom, and two Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are iron bolted through and clenched. Treenails of Juniper How Made shaved and planed

Thickstuff over Double Floors none 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 Martin McEnnis

Surveyor's Signature Puch & Oggett

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.
<u>one</u>	Fore Sails,	Chain	<u>120</u> <u>1</u>	Bower,	<u>one</u> <u>9.0.9</u>
<u>one</u>	Fore Top Sails,	Hempen Stream Cable		Stream,	<u>one</u> <u>10.0.16</u>
<u>one</u>	Fore Topmast Stay Sails,	Hawser	<u>60</u> <u>5 1/2</u>		
<u>complete</u>	Main Sails,	Towlines		Kedge,	<u>one</u> <u>2.0.11</u>
	Main Top Sails,	Warp			
and	<u>one</u>	All of <u>good</u> quality.			

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

She has one Long Boat and one

The present state of the Windlass is good Capstan one Rudder good Pumps 2 Wood 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 }

Special Survey

This vessel is built with single floors with first futtocks meeting at the centre line connected together with cross chocks. The materials throughout are of large dimensions and of good quality. The material securities are well through bolted, but many of the treenails in the bottom that should have been put through, are short. This deficiency was afterwards made good by the bottom generally being extra through treenailed.

I consider her a very strong built vessel, and eligible to be classed as underneath recommended

Richard Huggins

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

If Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed

A

The Amount of the Fee.....£ 2 : " : " is received by me,

Special£ 9 : 8 : "

Certificate£ 3 : " : "

Committee's Minute 21 January 1862

Character assigned for 4 years



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