

No. 436 Survey held at Prince Ed Island Date March to October 1864
on the Brigantine "Irene" Master Mells Bow
Tonnage Old 223 75/94 Built at Summerside When built 1864 Launched 1 Oct 1864
By whom built Thomas Humphrey Owners James Holman & Co
Port belonging to Prince Ed Island Destined Voyage New York
If surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	82.0	Feet	82.0	Extreme Breadth Outside	23.90	Feet	23.90	Depth of Hold	11.90	Feet	11.90
Length of Keel	82.0	Feet	82.0	Extreme Breadth Outside	23.90	Feet	23.90	Depth of Hold	11.90	Feet	11.90
Scantlings of Timber.											
Timber and Space											
Floors	Double	9.9	10	9	7	7	7	Garboard Strakes	2 1/2	2 1/2	
1st Foothooks	8.9	9	8	7	6 1/2	6	5 1/2	Garboard to Bilge	2 1/2	2 1/2	
2nd Ditto	8.9	8	7	6 1/2	6	5 1/2		Bilge Planks	2 1/2	2 1/2	
3rd Ditto	7.8	7	5	6	5 1/2	4 3/4		Bilge to Wales	2 1/2	2 1/2	
Top Timbers	7.8	7	5	6	5 1/2	4 3/4		Wales	3 1/2	4	
Deck Beams	N ^o 20 Average Space 4.0	9.9	9 1/2	6 1/2	8 1/2	8 1/2	6 1/2	Topsides	3 1/2	3	
Deck Beams, length amidships	21.11							Sheer Strakes	3 1/2	3	
Hold Beams	None Average Space 4							Plank Sheers	3	2 1/2	
Hold Beams, length amidships								Waterways Upper Deck	5	5	
Keel	10 13			10	10			Waterways Lower Deck			
Scarp of Ditto	5.0			4	6			Ditto, faying surface against Timbers	4	5	
Keelsons	11 22			11	11			Upper Deck	2 1/2	2 1/2	
Scarp of Ditto	5.0			5	0						

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	Copper or Y.M. in Ship	Iron in Ship
Scarp of Keel, N ^o 7	"	3/4	3/4	Arms of Hooks	"	3/4	3/4		Knees	"	"
Keelson Bolts through Keel at each Floor	"	7/8	7/8	Thro' Bilge & Limber Strakes	"	5/8	5/8	Deck Beam Bolts in	Waterway	"	3/4
Bolts thro' Heels of Timbers against Deadwood	"	3/4	3/4	Thickstuff over Double Floors	"	5/8	5/8		Knees	"	3/4
				Butt End Bolts	"	5/8	5/8		Shelf or Clamp	"	3/4
				Pintles of the Rudder	"	2 1/4	2	Nails or Bolts in Flat of Deck			
								Treenails	Inches	1 1/2	1

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 16 1/2 Inches. The Space between the Top-Timbers is 22 1/2 Inches.
The Floors consist of Birch, Beech, & Maple The First Foothooks of Spruce, Birch and Beech
The Second Foothooks of Spruce, Birch & Beech The Third Foothooks and Top Timbers of Spruce for Birch & Beech
The Shifts of the First and Second Foothooks are not less than 3.6 N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are 3.6
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 Frames are iron bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are " close together; their thickness not less than 1/3 of the entire moulding at that place.
The Frame is partly choiced with iron Butt at each end of the chock. The Main piece of Rudder is Birch of Windlass is Rock maple
The Keel is Birch & Beech The Main Keelson is Spruce and " free from all defects. "
The Stem, and Stern Post of Birch & Rock Maple The Transoms, Knight Heads, Hawse Timbers, and Aprons of Spruce and Birch Deadwood, of Spruce and are " free from all defects.

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Spruce
From the above named Height to the Light Water Mark Spruce
From the Light Water Mark to the Wales Spruce
The Wales and Black-strakes are Spruce The Topsides & Sheer-strakes Spruce
The Spiketted and Plank-sheers Spruce The Water-ways { Upper Deck Spruce Lower Deck "
The Decks Spruce 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 between, and without step-buttling.

Planking Inside.—The Limber-strakes and Bilge-strakes are Spruce
The Ceiling, Lower Hold, and between Decks Spruce Shelf Pieces and Clamps Spruce
Fastenings.—To Hold Beams No Hold Beams.

Deck Beams Lodging knees of Spruce and 4 Pairs of vertical Iron knees.
Number of Breasthooks 4 Spruce Pointers 1 Pair Spruce Crutches 2 Spruce
Butt End Bolts are of Iron in the Bottom. two Bolts in each Butt End one of which is through and clenched.
Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Spruce How Made Burned & Planed
Thickstuff over Double Floors Iron 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 Thomas Humphrey Surveyor's Signature Richard Suggs

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.	Tested to.	N ^o .	Weight.	Tested to.
<i>One full Complete and three share sails</i>	Fore Sails,	Chain	903	1	18.00.0	Bower, <i>Iron stock</i>	1	10.2.20
	Fore Top Sails,	Hempen Stream Cable ..	903	7/8	13.10.0		1	8.1.14
	Fore Topmast Stay Sails,	Hawser	45	6		Stream,	1	2.2.14
	Main Sails,	Towlines						
	Main Top Sails,	Warp	45	4		Kedge,	1	1.0.4
and are		All of <u>good</u> quality.						

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

She has One Long Boat and "

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

General Remarks and Statement and Date of Repairs, if any.

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 3 March

2nd. When the Beams are put in, &c. 13 April. 12 May

3rd. { When completed, and before the } 26 May. 12 Aug 6 Sept
plank be painted or payed

1864

I consider her strong and substantially built, and if the appended certificates of the Test of Chains and Anchors are satisfactory to the Committee, I am of opinion she is eligible to be classed as undermentioned.

Richd Staggell

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 4 A 1

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

Special£ 4 : - : -

Certificate£ : 2 : 6

Travelling expenses 4 12 "

Committee's Minute 20 December 18 64

Character assigned A - for 4 Year

The Owners will be obliged by the Certificate of Classification assigned being forwarded to the office.