

No. 489 Survey held at Prince E Island Date February to November 1864
on the Barque R. F. Turnbull Master Arch^d Patterson
Tonnage Old 425 36/94 Built at Louis When built 1864 Launched Oct 12/64
By whom built John Douse Owners John Douse
Port belonging to Prince E Island Destined Voyage London
It surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft				Extreme Breadth Outside				Depth of Hold			
112.0				27.50				14.95			
Length of Keel				Thickness of Plank				Number of Decks			
Scantlings of Timber.				Outside.				Inside.			
Timber and Space				Garboard Strakes				Limber Strakes			
Floors				Garboard to Bilge				Bilge Planks			
1st Foothooks				Bilge Planks				Ceiling in Flat			
2nd Ditto				Bilge to Wales				Ditto Bilge to Clamp			
3rd Ditto				Wales				Hold Beam Clamps			
Top Timbers				Topsides				Deck Beam Ditto			
Deck Beams				Sheer Strakes				Ceiling 'twixt Decks			
Deck Beams, length amidships				Plank Sheers				Hold Beam Shelves			
Hold Beams				Water Upper Deck				Deck Beam Ditto			
Hold Beams, length amidships				Ways Lower Deck							
Keel				Ditto, faying surface against Timbers							
Scarp of Ditto				Upper Deck							
Keelsons											
Scarp of Ditto											

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.				Copper or Y.M. in Ship.				Iron in Ship.				Inches required per Rule			
Heel-Knee, & Deadw'd abaft				Transoms and throats of Hooks				Hold Beam Bolts in				Waterway			
Scarp of Keel, N° 7				Arms of Hooks				Knees				Shelf for Clamp			
Keelson Bolts through Keel at each Floor				Thro' Bilge & Limber Strakes				Deck Beam Bolts in				Waterway			
Bolts thro' Heels of Timbers against Deadwood				Thickstuff over Double Floors				Knees				Shelf for Clamps			
				Butt End Bolts				Nails or Bolts in Flat of Deck							
				Pintles of the Rudder				Treenails							

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 12 1/2 Inches. The Space between the Top-Timbers is 2 1/2 Inches.
The Floors consist of 56 feet Birch and Beech under Juniper. The First Foothooks of Juniper
The Second Foothooks of Juniper The Third Foothooks and Top Timbers of Juniper
The Shifts of the First and Second Foothooks are not less than 8" 10" to 4" 0" N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are 4" 0" to 4" 6"
The Frame is very well squared from the First Foothook Heads upwards, and " 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 chocked with Juniper Butt at each end of the chock. The Main piece of Rudder is Oak of Windlass is Juniper
The Keel is Birch The Main Keelson is Juniper and " free from all defects. "
The Stem, and Stern Post of Juniper The Transoms, Knight Heads, Hawse Timbers, and Aprons of Juniper Deadwood, of Birch under 2 feet high and are " free from all defects.
The Deck and Hold Beams of Juniper The Breasthooks of Juniper The Knees of Spruce

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Birch
From the above named Height to the Light Water Mark Birch
From the Light Water Mark to the Wales Juniper
The Wales and Black-strakes are Juniper The Topsides & Sheer-strakes Juniper
The Spirketting and Plank-sheers Juniper The Water-ways { Upper Deck Juniper Lower Deck Juniper
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 Juniper
The Ceiling, Lower Hold, and between Decks Juniper Shelf Pieces and Clamps Juniper
Fastenings.—To Hold Beams Lodging knees of Spruce and 9 Pairs of vertical iron knees pieces of larger dimensions than required by Rule Table I, extending down over bilges and taking two bolts through a substantial part of floor arms.
Deck Beams Lodging knees of Spruce and 9 Pairs of vertical iron knees of larger dimensions than required by Rule, Table I.

Number of Breasthooks 5 Juniper Pointers 1 Pair Juniper Crutches 2 and 1 Hook Juniper
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 Yellow metal bolted through and clenched. Treenails of Juniper How Made turned & planed
Thickstuff over Double Floors " 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 J. Douse Surveyor's Signature R. H. 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.
one out complete and three spare Sails	Fore Sails,	Chain	105	1 1/4	28.2.0	Bower, <i>Iron stocks</i>	1 10.1.20
	Fore Top Sails,	Hempen Stream Cable ..	105	1 3/4	25.10.0		1 15.2.0
	Fore Topmast Stay Sails,	Hawser	90	7 1/2			1 13.3.0
	Main Sails,	Towlines				Stream,	1 6.3.11
	Main Top Sails,	Warp	90	5 1/2		Kedge,	1 2 3/4
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 one jolly Boat
The present state of the Windlass is good Capstan iron Rudder good Pumps 2 Wood

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

Order for Special Survey,

No. _____ Date _____

DATES of Surveys

held while building,

Order for Ordinary Survey,

No. _____ Date _____

as per Section 35.

1st. When the Frame is completed 3rd Feb^y 26th Mar^{ch}

2nd. When the Beams are put in, &c. 24th June 26th July

3rd. { When completed, and before the } 1st Sept. 4th Oct. 18th Nov.
plank be painted or payed }

1864

The Timbers of the frame are of seasoned material and generally very well squared.

The length on the range of Upper Deck is about 1.6 in excess of eight times the depth of Hold.

A Rider keelson of larger dimensions than 2/3 of that required by Table B for a main keelson is fitted and secured with bolts of 1 1/8 in. Iron knee Riders of large size extend down over the bilges and take two bolts through a substantial part of floor arms, and the Clamps, ceiling, and planking are considerably thicker than the dimensions given by Rule Table B.

If the Committee are of opinion that sufficient compensation is made for the want of the Iron plates as required by Rule section 89. it is submitted she may be considered eligible for intended classification.

Richd. Stoggett

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 JH

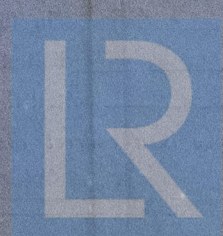
The Amount of the Fee.....£ 4 : " : is received by me,

Doc Special£ 9 : 14 : "
Travelling expenses Certificate£ 8 : 10 : "

Committee's Minute 20th December 1864

Character assigned A - for 7th class

Richd. Stoggett



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