

No. 463 Survey held at Ponce & Island Date February to November 1864
on the Brig "Paince Rose" Master Richard Dale
Tonnage Old 283 88/94 Built at Grand River When built 1864 Launched Dec 1864
By whom built William Heard Owners William Heard
Port belonging to Ponce & Island Destined Voyage Bridford
Surveyed while Building, Afloat, or in Dry Dock While Building

Feet.		Inches.		Feet.		Inches.		Feet.		Inches.		
103		00		23		15		12		40		
Length aloft				Extreme Breadth Outside				Depth of Hold				
Length of Keel				Thickness of Plank.				Number of Decks				
Scantlings of Timber.				Outside.				Inside.				
Timber and Space		Sided.		REQUIRED PER RULE.		Inches.		In Ship.		Required per Rule.		
Floors		Middle. Ends.		Middle. Ends.		In Ship. Required per Rule.		In Ship.		Required per Rule.		
1st Foothooks		21		20		3 1/2 2 1/2		4 1/2 3				
2nd Ditto		9 1/2 10 11 8		7 7 7 6		3 1/2 2 1/2		3 1/2 3				
3rd Ditto		8 1/2 9 8 7		7 7 7 6		3 2 1/2		3 1/2 2				
Top Timbers		8 9 7 6 1/2		6 1/2 6 1/2 5 1/2		3 2 1/2		3 1/2 2				
Deck Beams		7 1/2 8 6 1/2 5		6 5 1/2 4 3/4		4 1/2 4		3 1/2 3				
Deck Beams, length amidships		N 22 Average Space 4 0		8 8 1/2 8 1/2 6 1/2		3 3/8 3		Deck Beam Ditto		4 1/2 16 4 1/2 3		
Hold Beams		None Average Space		" " " " " "		3 3/8 3		Ceiling 'twixt Decks		3 1/2 2		
Hold Beams, length amidships		" " " " " "		" " " " " "		3 2 1/2		Hold Beam Shelves		" "		
Keel		10 3/4 13		10 10		5 x 7 1/2 5		Deck Beam Ditto		" "		
Scarphs of Ditto		5 10		4 6		4 1/2 5						
Keelsons		11 11		11 11		3 2 1/2						
Scarphs of Ditto		5 6		5 0								
Fastenings distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.												
										Copper or Y.M.	Iron in Ship.	Inches required.

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.											
No 9 10 x 9 1/2 Juniper											
Heel-Knee, & Deadw'd abaft											
Scarphs of Keel, No 1											
Keelson Bolts through Keel at each Floor											
Bolts thro' Heels of Timbers against Deadwood											
Transoms and throats of Hooks											
Arms of Hooks											
Thro' Bilge & Limber Strakes											
Thickstuff over Double Floors											
Butt End Bolts											
Pintles of the Rudder											
Hold Beam { Waterway .. Bolts in { Knees Shelf or Clamp ..											
Deck Beam { Waterway .. Bolts in { Knees Shelf or Clamp ..											
Nails or Bolts in Flat of Deck											
Treenails Inches											

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 to 2 1/2 Inches. The Space between the Top Timbers is 4 to 4 1/2 Inches.

The Floors consist of 40 feet Birch and Beech and 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 3.6 to 3.9 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3.6 to 3.9

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 choked with fir Butt at each end of the chock. The Main piece of Rudder is Juniper 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 Juniper few Spruce

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Birch and Beech

From the above named Height to the Light Water Mark Birch and Beech

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

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-butting.

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 No Hold Beams.

Deck Beams Lodging Pines of Juniper few Spruce and 6 Pairs of vertical Iron knee Poles

3 x 1 1/2 extending down over Bilge

Number of Breasthooks 4 Juniper Pointers 1 Pair Juniper Crutches 2 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 Juniper Splained

Thickstuff over Double Floors " bolted through and clenched. General Quality of Workmanship Strong

We certify that the above is a correct description of the several particulars therein given

Builder's Signature Wm Heard Surveyor's Signature R. H. Lloyd

Registered 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.
<u>one suit complete</u>	Fore Sails,	Chain	180	1		Bower,	1	10.
	Fore Top Sails,	Hempen Stream Cable ..						9.
	Fore Topmast Stay Sails,	Hawser	90	7		Stream,		
	Main Sails,	Towlines						
	Main Top Sails,	Warp	90	4 1/2		Kedge,	1	8
and <u>are</u>		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 1 Wood 1 Iron

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

Order for Special Survey, No. _____ Date _____	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed <u>4 Feb. 24 March</u>
Order for Ordinary Survey, No. _____ Date _____		2nd. When the Beams are put in, &c. <u>13 June 27 July</u> 186 <u>9</u>
		3rd. { When completed, and before the } <u>10 Sept. 5 Oct. 10 Nov.</u> { plank be painted or payed }

The frame is strong but roughly put together. The planking and ceiling are of large dimensions and as far as can be seen fairly wrought to timbers. Some through bolts are wanting in the covering-board, and in the thick strakes over the double floors. It is submitted that the intended classification viz. of A be deferred until the securities named above as deficient are made good.

Richard Legg

The Iron knee Pieces are secured with bolts of Iron which the owner proposes to remove and replace with bolts of Yellow metal upon the vessels arrival at Bedford. R.P.

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 _____

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

Mon WMC Special£ 6 : " : " } To be paid in London *Richard Legg*
Travelling expenses Certificate£ 4 : 10 : " } *paid at Bedford Yard Regat 1439 Rec'd 8/3/63*

Committee's Minute 9th March 1866.

Character assigned See Bed^o 1439

