

No. 465 Survey held at Punice Island Date February 1864 to April 1865
 on the Bergantine Alice Burnyeat Master John Salmon
 Tonnage under tonnage deck 199.50 Built at Hellsborough When built 1865 Launched April 1865
 Ditto of poop - or spar deck - By whom built R. Longworth Owners Robert Longworth
 Tonnage 199.50 Port belonging to Punice Island Destined Voyage London
 If damaged while Building, Afloat, or in Dry Dock While Building

Length as per section 39 ..	108	10	Extreme Breadth Outside	23	40	Depth of Hold	12	190	Number of Decks	one
Length of Keel	96									
Scantlings of Timber.										
TIMBER AND SPACE	21		20							
Floors	Simple floors	9 1/2	10 1/2	4 1/2	8	8	4			
1st Footbooks	met at each end	7 1/2	7 1/2	4	4	4	6			
2nd Ditto	checked	7 1/2	7 1/2	4	4	4	6			
3rd Ditto		7 1/2	7 1/2	4	4	4	6			
Top Timbers		7 1/2	6	5 1/2	6	5 1/2	4 3/4			
Deck {N ^o 22 Average Space}	3 1/2	8 1/2	8 1/2	6 1/4	7 1/4	7 1/4	6 1/4			
Deck Beams, length amidships	21 1/2									
Hold {N ^o 5 Average Space}	12 1/2	10	10	4 1/2	"	"	"			
Hold Beams, length amidships	"	"	"	"	"	"	"			
Keel	10 1/2	13	10	10						
Scarp of Ditto	5 1/2	6	4 1/2	6						
Keelsons	11	2 1/2	11	11						
Scarp of Ditto	6	0	5	0						

Outside Plank.										
Garboard Strakes ..	3	2 1/2								
Garboard to Bilge ..	3	2 1/2								
Bilge Planks	3 3/4	2 1/2								
Bilge to Wales	3	2 1/2								
Wales	4 1/2	4								
Topsides	3 1/2	3								
Sheer Strakes	3 1/2	3								
Plank Sheers	3	2 1/2								
Water - Upper Deck	5 1/2	5 1/2								
Ways Lower Deck	3 3/4	8								
Ditto, faying surface against Timbers ..	5 1/2	5								
Upper Deck	3	2 1/2								

Inside Plank.										
Limber Strakes ...	3 3/4	3								
Bilge Planks	3 3/4	3								
Ceiling in Flat	3	2								
Ditto Bilge to Clamp	3	2								
Hold Beam Clamps ..	5 1/2	5 1/2								
Deck Beam Ditto ..	3 1/2	16	3 1/2							
Ceiling 'twixt Decks	3									
Hold Beam Shelves ..	"	"								
Deck Beam Ditto ..	"	"								

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.												
Heel-Knee, & Deadw'd abaft	"	1	1	Transoms and throats of Hooks	"	1/8	7/8	Hold Beam	Waterway ..	"	3/4	3/4
Scarp of Keel, N ^o ..	"	3/4	3/4	Arms of Hooks	3/4	3/4	3/4	Bolts in	Knees	"	3/4	3/4
Keelson Bolts through Keel at each Floor	"	7/8	7/8	Thro' Bilge & Limber Strakes	5/8	5/8	5/8	Deck Beam	Waterway ..	"	3/4	3/4
Bolts thro' Heels of Timbers against Deadwood	"	3/4	3/4	Thrustuff over Double Floors	5/8	5/8	5/8	Bolts in	Knees	"	3/4	3/4
				Butt End Bolts	5/8	5/8	5/8		Shelf or Clamp	"	3/4	3/4
				Pintles of the Rudder	2 1/2	2 1/4	2	Nails or Bolts in Flat of Deck		"	1 1/2	1 1/2
								Treenails	Inches	1 1/4	1	

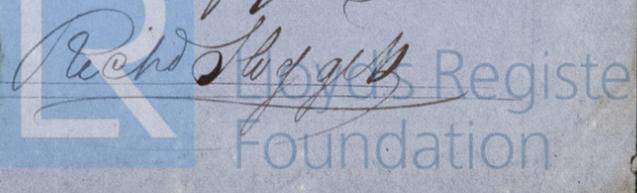
Timbering.—The Space between the Floor Timbers and Lower Footbooks is 1 1/2 to 2 1/2 Inches. The Space between the Top-Timbers is 2 to 4 Inches.
 The Floors consist of 4 1/2" Birch & Beech remainder Juniper The First Footbooks of Juniper
 The Second Footbooks of Juniper The Third Footbooks and Top Timbers of Juniper
 The Shifts of the First and Second Footbooks are not less than 3 1/4 to 3 1/2 N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are 3 1/4 to 3 1/2
 The Frame is well squared from First Footbook 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 1/8 of the entire moulding at that place.
 The Frame is partly chocked with Gunwale 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 Bach under 2 feet in height remainder Juniper 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 and Beech
 or to the First Footbook Heads }
 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
 Lower Deck Juniper
 The Decks Spruce State of good
 The Shifts of the Planking are not less than 6 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 four 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 Lodging knees of Spruce

Deck Beams Lodging knees of Spruce and 6 Pairs of vertical Iron knees 3 inch broad. 3 1/4 at angle. 2 1/4 beam arm. 3 10 to 4 0 deck arm.
 Number of Breasthooks 4 Juniper Pointers 1 Pair Juniper Crutches 2 Juniper & Iron
 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 James & Planis
 Thrustuff over Double Floors - - - bolted through and clenched. General Quality of Workmanship very good

We certify that the above is a correct description of the several particulars therein given
 Master's Signature Robert Longworth Surveyor's Signature Richard Lloyd



Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.			ANCHORS, and their weights.			
No.			Fathoms.	Inches.	Tested to Tons.	No.	Weight.	Tested to Tons.
<i>one out complete</i>	Fore Sails,	Chain	<i>150</i>	<i>1</i>		Bower,	<i>1</i>	<i>10.01</i>
	Fore Top Sails,	Hempen Stream Cable ..				<i>1</i>	<i>10.121</i>	
	Fore Topmast Stay Sails,	Hawser				Stream,		
	Main Sails,	Towlines				Kedge,	<i>1</i>	<i>13/4</i>
	Main Top Sails,	Warp	<i>100</i>	<i>33/4</i>				
and <i>are</i>		All of <i>good</i> 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 _____

2nd. When the Beams are put in, &c. Special Survey

3rd. { When completed, and before the }
 { plank be painted or payed }

The planking and ceiling are fairly wrought to timbers and fastenings well driven. I consider her a strong and substantial built vessel and eligible to be classed as undermentioned.
Recommended. Peter Loggett.

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 : 19 : "

Certificate£ 2 : " : "

Travelling expenses

Committee's Minute 23rd May 1865

Character assigned A for 7 Years



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