

No. 468 Survey held at Punice Island Date February 1864 to April 1865
on the Bregantine "Alice Burnyeat" Master John Salmon
Tonnage under tonnage deck 199.50 Built at Hillsborough When built 1865 Launched April 1865
Ditto of poop - or spar deck - By whom built R. Longworth Owners Robert Longworth
Net 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	Feet	10	Inches	Extreme Breadth Outside	23.40	Feet	12	10	Depth of Hold	12.90	Feet	12	10	Number of Decks	one
Length of Keel	96	Feet	9	6												
Scantlings of Timber.																
TIMBER AND SPACE	21				20					Outside Plank.						
Floors.....	Single floors	9 1/2	10 1/2	11 1/2	8	8	7			Garboard Strakes ..	3	2 1/2				
1st Foothooks	met at each end	9 1/2	10 1/2	11 1/2	8	8	7			Garboard to Bilge ..	3	2 1/2				
2nd Ditto.....	checked	9 1/2	10 1/2	11 1/2	8	8	7			Bilge Planks	3 3/4	2 1/2				
3rd Ditto.....		9 1/2	10 1/2	11 1/2	8	8	7			Bilge to Wales	3	2 1/2				
Top Timbers		9 1/2	10 1/2	11 1/2	8	8	7			Wales	4 1/2	4				
Deck { N° 22 Average }	3.10	8 1/2	9	8 1/2	6 1/4	7 1/4	6 1/4			Topsides	3 1/2	3				
Beams }		8 1/2	9	8 1/2	6 1/4	7 1/4	6 1/4			Sheer Strakes	3 1/2	3				
Deck Beams, length amidships	21.8									Plank Sheers	3	2 1/2				
Hold { N° 5 Average }	12.0	10	10	10 1/2	"	"	"			Water - Upper Deck	5 1/2 x 8 1/2	5				
Beams }		10	10	10 1/2	"	"	"			Ways { Lower Deck	3 3/4 x 8	"				
Hold Beams, length amidships	"									Ditto, faying surface	5 1/2	5				
Keel	10 1/2	13			10	10				against Timbers ..	5 1/2	5				
Scarp of Ditto	5.6				4.6					Upper Deck	3	2 1/2				
Keelsons	11 1/2	2 1/2			11	11										
Scarp of Ditto	6.0				5.0											

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 12 to 14 inches. The Space between the Top-Timbers is 8 to 10 inches.
The Floors consist of 4 1/2" Birch & Beech remainder 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 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 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 1/8 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 Birch & Beech remainder Juniper and are " " free from all defects.
The Deck and Hold Beams of Juniper The Breasthooks of Juniper The Knees of Juniper

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Birch and Beech
or to the First Foothook 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 Juniper 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-bulging.

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 inches broad. 3 1/4 at angles. 2 1/4 between arms. 3.10 to 4.0 are 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 clamped & planed
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
Owner's Signature Robert Longworth Surveyor's Signature Richard Stoddart

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 Tons.	N ^o .	Weight.
<i>one but complete</i>	Fore Sails,	Chain	<i>150</i>	<i>1</i>		Bower,	<i>1 10.0.1</i>
	Fore Top Sails,	Hempen Stream Cable ..					<i>1 10.1.21</i>
	Fore Topmast Stay Sails,	Hawser				Stream,	
	Main Sails,	Towlines					
	Main Top Sails,	Warp	<i>100</i>	<i>3 3/4</i>		Kedge,	<i>1 1 3/4</i>
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

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

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

Special Survey

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