

No. 614 Survey held at Prince & Island Date January to July 1866
on the Barque "Ocean Mail" Master Wm H. Scott
Tonnage under tonnage deck 375.31 Built at Bedford When built 1866 Launched July 1866
Ditto of Round House 19.92 or spur deck By whom built W. F. Ellis Owners John Geo
Total tonnage 394.23 Port belonging to Prince & Island Destined Voyage Bristol
Surveyed while Building, Afloat, or in Dry Dock While Building

Length as per section 39 ..	Feet. 129	Inches. 0	Extreme Breadth Outside	Feet. 28	Inches. 11	Depth of Hold	Feet. 16	Inches. 12	Number of Decks	one
Length of Keel ..	118	0	IN SHIP. Moulded. Sided.	28	11	(Depth from limber-strakes to under side of lower deck beam)	16	12		
Scantlings of Timber.										
TIMBER AND SPACE ..	26		Middle. Ends.	25 1/4		Outside Plank.	In Ship. Required Rule.	Dimensions of Ship per Register,		
Floors ..	10 1/2	11 1/2	12 10	10 10	9 1/4	Garboard Strakes ..	4 3 1/2	length	breadth	depth
1st Foothooks ..	10	11	10 9	9 1/2	8 1/2	Garboard to Bilge ..	4 3 1/2	132.00	28.80	16.05
2nd Ditto ..	9 1/2	10 1/2	9 8	8 1/2	7 1/2	Bilge Planks ..	5 3 1/2	Inside Plank.		
3rd Ditto ..	8 1/2	9 1/2	8 6	7 1/4	6 1/2	Bilge to Wales ..	4 3 1/2	In Ship. Required Rule.		
Top Timbers ..	8 1/2	9 1/2	8 6	7 1/4	6 1/2	Wales ..	5 4 3/4	Limber Strakes ...	3 1/2	2 3/4
Deck { N° 23 Average Space }	4.0	11 1/2	12 11 1/2	9 10	10 8	Topsides ..	4 3 3/4	Bilge Planks	5 3 1/4	3 1/4
Beams }						Sheer Strakes ..	4 3 3/4	Ceiling in Flat	3 1/2	2 3/4
Deck Beams, length amidships ..	26.10					Plank Sheers ..	4 3 1/2	Ditto Bilge to Clamp	3 1/2	2 3/4
Hold { N° 15 Average Space }	8.4.0	12 1/2	14 12 1/2	9 1/2	13 1/2	Water-Upper Deck	10 1/2 x 10 6 1/2	Hold Beam Clamps ..	6 1/2	12 4 1/2
Beams }						Ways Lower Deck	11 x 7 1/2	Deck Beam Ditto ..	6.23.4	3 3/4
Hold Beams, length amidships ..	26.6					Ditto, faying surface	6 1/2 6 1/2	Ceiling 'twixt Decks	4 to 3 1/2	2 3/4
Keel ..	12 1/2	13		12 1/2	12 1/2	Upper Deck ..	3 1/2 3	Hold Beam Shelves ..	"	"
Scarp of Ditto ..	6.0			5.4				Deck Beam Ditto ..	"	"
Keelsons ..	14	25		12 1/2	12 1/2					
Scarp of Ditto ..	6.0			5.4						

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

Timbering.— The Space between the Floor Timbers and Lower Foothooks is 26 1/4 Inches. The Space between the Top-Timbers is 4 1/2 Inches.
The Floors consist of Spruce, Hemlock, Birch & Beech The First Foothooks of Spruce & Hemlock
The Second Foothooks of Spruce & Hemlock The Third Foothooks and Top Timbers of Spruce, Cedar, fir, Y. Pine and Hemlock
The Shifts of the First and Second Foothooks are not less than 4.0 to 4.6 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 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 1/3 of the entire moulding at that place.
The Frame is partly chocked with Gorse Butt at each end of the chock. The Main piece of Rudder is Oak of Windlass is Oak
The Keel is Birch Maple & The Main Keelson is Spruce and free from all defects.
The Stem, and Stern Post of Birch The Transoms, Knight Heads, Hawse Timbers, and Aprons of Spruce and Yellow Pine Deadwood, of Birch & Spruce and are free from all defects.
The Deck and Hold Beams of Hemlock & Spruce The Breasthooks of Spruce & Y. Pine The Knees of 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 Beech Spruce
From the Light Water Mark to the Wales Spruce
The Wales and Black-strakes are Spruce The Topsides & Sheer-strakes Spruce
The Spirketting and Plank-sheers Spruce The Water-ways { Upper Deck Spruce Lower Deck Spruce
The Decks Spruce State of good
The Shifts of the Planking are not less than 5 Feet 6 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 Spruce
The Ceiling, Lower Hold, and between Decks Spruce Shelf Pieces and Clamps Spruce
Fastenings.— To Hold Beams Lodging pieces of Spruce 13 pairs of vertical iron knees extending down over the bilge taking two bolts through a substantial part of floor arms and one pair of iron knees to short beam aft. (3" head. 4" at angle. 2" at throat bolts)
Deck Beams Lodging pieces of Spruce and 10 pairs of vertical iron knees 3" head. 3 1/4 to 3 1/2 at angle. 2" at throat bolts.

Number of Breasthooks 5 Spruce & Y. Pine Pointers 2 Pairs Spruce Crutches 3 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 Turned & planed
Thickstuff over Double Floors Iron 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 William J. Ellis Surveyor's Signature Richard H. B. Smith

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

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Size.	Tested to, as per Certificate.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Tested to, as per Certificate.
<u>one</u> <u>suit</u>	Fore Sails,	Chain	<u>120</u>	<u>1 3/8</u>		Bower,	<u>1</u>	<u>17 3.10</u>	
	Fore Top Sails,	Hempen Stream Cable ..					<u>1</u>	<u>15.2.1</u>	
	Fore Topmast Stay Sails,	Hawser				Stream,			
	Main Sails,	Towlines	<u>90</u>	<u>1 1/2</u>		Kedge,	<u>1</u>	<u>3.</u>	
	Main Top Sails,	Warp							
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 2 Iron

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 25 Jan'y 1866
2nd. When the Beams are put in, &c 16 March 17 May 1866
3rd. { When completed, and before the }
 { plank be painted or payed } 18 Aug. 26 Aug

General Remarks

The materials are generally of large size substantially put together. I consider her strongly built and eligible to be classed as underneath recommended.

J. 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

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

Non Mls Special£ 10 : " : "

Travelling expenses Certificate£ 9 : 14 : "

Committee's Minute 4th December 1866

Character assigned A - for 4 years



© 2021

Lloyd's Register Foundation