

No. 604 Survey held at Quebec Date July 1863 to May 1864
on the Ship "Mandarin" Master W. Johnstone
Tonnage Old 843 8/94 Built at Quebec When built 1864 Launched May
By whom built Samson Bros Owners J. G. Ross
Port belonging to Quebec Destined Voyage Liverpool
Surveyed while Building, Afloat, or in Dry Dock Ship

Length aloft				Extreme Breadth Outside				Depth of Hold			
157 feet				22' 8"				20' 05"			
Length of Keel				Thickness of Plank				Number of Decks			
Scantlings of Timber.				Outside.				Inside.			
TIMBER AND SPACE				Inches Required per Rule.				Inches Required per Rule.			
Floors				Garboard Strakes				Limber Strakes			
1st Foothooks	29	13 1/2	13	12 1/2	12 1/2	5 1/2	4 1/2	5 1/2	7 1/2	4 1/2	4 1/2
2nd Ditto	12 1/2	13	12	12 1/2	12 1/2	5 1/2	4 1/2	5 1/2	7 1/2	4 1/2	4 1/2
3rd Ditto	10 1/2	12	11 1/2	11 1/2	11 1/2	4 1/2	4 1/2	4 1/2	3 1/2	3 1/2	3 1/2
Top Timbers	10 1/2	11 1/2	9	10 1/2	10 1/2	4 1/2	4 1/2	4 1/2	3 1/2	3 1/2	3 1/2
Deck { No 2 1/2 Average Space }	9 1/2	9	7	9 1/2	9 1/2	4 1/2	4 1/2	4 1/2	3 1/2	3 1/2	3 1/2
Beams	10 1/2	10 1/2	9	9 1/2	9 1/2	4 1/2	4 1/2	4 1/2	3 1/2	3 1/2	3 1/2
Deck Beams, length amidships	29	13 1/2	14	12 1/2	12 1/2	5	4	5	7	12 1/2	3 1/2
Hold { No 2 1/2 Average Space }	29	13 1/2	14	12 1/2	12 1/2	5	4	5	7	12 1/2	3 1/2
Beams	29	13 1/2	14	12 1/2	12 1/2	5	4	5	7	12 1/2	3 1/2
Hold Beams, length amidships	29	13 1/2	14	12 1/2	12 1/2	5	4	5	7	12 1/2	3 1/2
Keel	14 1/2	15 1/2	14 1/2	14 1/2	14 1/2	5	4	5	7	12 1/2	3 1/2
Scarp of Ditto	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	5	4	5	7	12 1/2	3 1/2
Keelsons	19	20 1/2	15 1/2	15 1/2	15 1/2	5	4	5	7	12 1/2	3 1/2
Scarp of Ditto	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	5	4	5	7	12 1/2	3 1/2

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, & Deadwood abaft				1 1/2				1 1/2				1 1/2			
3 Scarps of Keel, No. 10	10	10	10	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Keelson Bolts through Keel at each Floor	14 1/2	13 1/2	13 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Bolts thro' Heels of Timbers against Deadwood	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Transoms and throats of Hooks				1 1/2				1 1/2				1 1/2			
Arms of Hooks				1 1/2				1 1/2				1 1/2			
Thro' Bilge & Limber Strakes				1 1/2				1 1/2				1 1/2			
Thickstuff over Double Floors				1 1/2				1 1/2				1 1/2			
Butt End Bolts				1 1/2				1 1/2				1 1/2			
Pintles of the Rudder				1 1/2				1 1/2				1 1/2			

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

The Floors consist of Rock Elm & Birch for 78 ft 5 in remainder Samarac. The First Foothooks of Samarac.

The Second Foothooks of Samarac. The Third Foothooks and Top Timbers of Samarac.

The Shifts of the First and Second Foothooks are not less than 4 feet 4 in. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 ft 4 in to 6 feet.

The Frame is 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 part chocked with a Butt at each end of the chock. The Main piece of Rudder is Oak of Windlass is Oak.

The Keel is Rock Elm. The Main Keelson is Oak and free from all defects.

The Stem, and Stern Post of Oak. The Transoms, Knight Heads, Hawse Timbers, and Aprons of Samarac & Oak.

Deadwood, of 18 in Rock Elm and are free from all defects.

The Deck and Hold Beams of Samarac & Red Pine. The Breasthooks of Samarac. The Knees of Samarac & Iron.

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Rock Elm.

From the above named Height to the Light Water Mark Rock Elm & Samarac.

From the Light Water Mark to the Wales Samarac & Red Pine.

The Wales and Black-strakes are Samarac & Red Pine. The Topsides & Sheer-strakes Samarac & Red Pine.

The Spirketting and Plank-sheers Samarac. The Water-ways { Upper Deck Red & Yellow Pine. Lower Deck Samarac & Red Pine.

The Decks Yellow Pine. 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 three strakes between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Rock Elm & Samarac.

The Ceiling, Lower Hold, and between Decks Samarac & Red Pine. Shelf Pieces and Clamps Samarac & Red Pine.

Fastenings.—To Hold Beams 8 1/2 and 9 inch Samarac lodging knees with an iron rider to every beam end, all well fitted and through bolted.

Deck Beams 1 1/2 inch Samarac lodging knees with seventeen (17) pairs of iron hanging knees and three standards to beam ends all well fitted and through bolted.

Number of Breasthooks Eight (8). Pointers None. Crutches Five (5) Sam & Iron.

Butt End Bolts are of Yellow Metal in the Bottom. Two Bolts in each Butt End One through and clenched.

Bilge and Limber Strakes are Yellow Metal bolted through and clenched. Treenails of Samarac & Rock Elm How Made Turned.

Thickstuff over Double Floors iron 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.

Builder's Signature J. D. Samson. Surveyor's Signature J. A. Ridley.

Lloyd's Register 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.	Tested to.	N ^o .	Weight.	Tested to.
18	Fore Sails,	Chain	180	15/8	47.10.00	1	36.1.10	28.10.0.0
pieces	Fore Top Sails,	Hempen Stream Cable ..				1	31.3.20	27.10.0.0
	Fore Topmast Stay Sails,	Hawser .. <u>mamilla</u>	90	9				
	Main Sails,	Towlines						
	Main Top Sails,	Warp ... <u>mamilla</u>	90	1 1/2		1	5.2.19	6.15.0.0
		All of <u>good</u> quality.						

and
Her Standing and Running Rigging is sufficient in size and good in quality.

She has one Long Boat and cutter Gemma

The present state of the Windlass is good Capstan good Rudder good Pumps 2 of Iron good

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

Order for Special Survey,

No. _____ Date July 1863

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 }

Specially
Surveyed.

This Vessels frame was built on stage & hoisted up with double floors above & aft - Timber of frame are all natural crooks with very few chocks - 17 Pairs of Iron plates 4 1/2 by 3/4 are fitted on the outside bolted 7/8 in in every frame timber - Two strakes 14 by 13 of Rock Elm & Tamarac are worked over short floor heads, tie bolted every 4.6 & well this bolted - Upper deck Waterways are well fitted & bolted as per Table B - Reelsons are well fitted, bolted & generally clenched under Reel - Shells, Clamps and Lower deck Waterway are all double or single this bolted in every timber - She is thus fastened a few in excess of Rule Section 46 - The transverse sectional area of the shell pieces & Waterway are each equal in contents to the transverse sectional area of the beams of

Number of three solid <u>End</u> -	24	20
Length of beam arm	3.10	3.7
" " Side arm	15.9	6.0
Breadth of keel	4	4 1/2
Thickness at Butts of Timbers	2 1/2	-
" " Angle	5	5
" " Throat	3	3 1/2
" " Ends	1 1/2	1 1/8
Size of bolts	1 1/8	1
" " Throat bolts	1 1/4	1 1/8
Number of bolts Beam arm	4	4
" " Side arm	11	5
Distance between bolts	17 in	-
Number of Yellow Metal bolts	64	7

their respective decks at their ends as given in Table C - Thick strakes are well fitted & bolted as per Rule Section 39 - Butts & Bridges are thus fastened as per Rule Section 46 - In our opinion she is a very faithful built ship & eligible to Class 7A

Charles R. Coker

John A. Ridley

Present condition of Caulking of Bottom, Good Deck, good and Waterways good.

If Sheathed, Doubled, Felted, or Coppered

When last done

We are

of opinion this Vessel should be Classed 7A

The Amount of the Fee.....£ 5 : 0 : 0 is received by me, C. R. Coker

Special£ 39 : 19 : 0

Certificate£ : :

Committee's Minute 5th July 18 64

Character assigned

Gen Com

for 7 years
Feb. 27 1871
Paused to 8