

Rec 26/8/56 221

No. 221 Survey held at Carlton S.B. Date July 1856
 on the New Ship "Warpeilley" Master Kenny
 Tonnage Old 1114 Built at St John S.B. When built 1856 Launched 21st June 56
 By whom built John Mahony Owners S & Skilledge
 Port belonging to St John S.B. Destined Voyage Liverpool
 If Surveyed while Building, Afloat, or in Dry Dock While building

Length aloft <u>18</u> ^{Feet.} <u>6</u> ^{Inches.} <u>10</u>	Extreme Breadth <u>36</u> ^{Feet.} <u>2</u> ^{Inches.} <u>10</u>	Depth of Hold <u>23</u> ^{Feet.} <u>5</u> ^{Inches.} <u>10</u>
---	--	--

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors..... <u>Double</u> sided	<u>3 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	Keel to Bilge	<u>6 1/2</u>	Lumber Strakes	<u>1 1/2</u>
1 st Foothooks.....	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	Bilge Planks	<u>5</u>	Bilge Planks	<u>9</u>
2 nd Ditto.....	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	Bilge to Wales	<u>4 1/2</u>	Ceiling in Flat	<u>7</u>
3 rd Ditto.....	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	Wales	<u>6</u>	Ditto Bilge to Clamp	<u>5</u>
Top Timbers	<u>9 1/2</u>	<u>8</u>	<u>8</u>	Short Hoods	<u>4 1/2</u>	Hold Beam Clamps	<u>4 1/2</u>
Deck Beams N ^o <u>32</u> Average Space <u>4</u>	<u>10 1/2</u>	<u>10 1/2</u>	<u>8 1/2</u>	Topsides	<u>5</u>	Deck Beam Ditto.....	<u>5 1/2</u>
Hold Beams N ^o <u>30</u> Average Space <u>4</u>	<u>14</u>	<u>14</u>	<u>12</u>	Sheer Strakes	<u>5</u>	Ceiling 'twixt Decks	<u>6 1/2</u>
Keel	<u>16</u>	<u>16</u>	<u>16</u>	Plank Sheers.....	<u>5</u>	Hold Beam Shelves	<u>7 1/4</u>
Keelsons	<u>16</u>	<u>32</u>	<u>32</u>	Water-Ways <u>Upper Deck 9 1/2</u> <u>Lower Deck 12 1/2</u>	<u>5</u>	Deck Beam Ditto.....	<u>5 1/4</u>
Scarphs of Ditto	<u>6</u>	<u>6</u>	<u>6</u>	Upper Deck	<u>4</u>		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	<u>3/4</u>	<u>1/2</u>	Transoms and throats of Hooks ..	<u>1/4</u>	<u>1/4</u>	Lower Pintle of the Rudder	<u>5/2</u>	<u>1 1/2</u>
Scarphs of Keel.....N ^o <u>8</u>	<u>1/4</u>	<u>1/4</u>	Arms of Hooks	<u>1/8</u>	<u>1/8</u>	Hold Beam	<u>1 1/2</u>	<u>1 1/2</u>
Floor Timber Bolts	<u>1/4</u>	<u>1/4</u>	Bolts thro' Bilge & Limber Strakes	<u>1</u>	<u>1</u>	Deck Beam	<u>1 1/2</u>	<u>1 1/2</u>
Kelson ditto	<u>1/4</u>	<u>1/4</u>	Butt End Bolts	<u>1</u>	<u>1</u>			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, consist of Samarac Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Samarac Oak and are in height free from all defects. The Floors consist of 1/2 Birch remainder of Samarac. The First Foothooks of Samarac Timber. The Second Foothooks of Samarac The Third Foothooks of and The Top Timbers of St. The Shifts of the first and second Foothooks are not less than 3 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are St Put 19" to 5 feet. The Frame is generally squared from the first Foothook Heads upwards, and generally from sap, and from thence downwards, the frame is generally so. The alternate 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 cup chocked with a Butt at each end of the chock. The Main Keelson is Pitch Pine and free from all defects. The False Keelson is Samarac. The Deck Beams consist of Samarac & The Hold Beams of Samarac The Knees of Samarac.

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Birch and Samarac. From the above named Height to the Light Water Mark Samarac. From the Light Water Mark to the Wales Samarac. The Wales and Black-strakes are Samarac The Topsides Samarac and Pitch Pine. The Sheer-strakes Samarac and Plank-sheers Pitch Pine The Water-ways Pitch Pine. The Decks White Pine State of Good Order. The Shifts of the Planking are not less than Five Feet ~ 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 Shree & Aru, between

Planking Inside.—The Limber-strakes are Samarac the Bilge Planks Samarac. The Ceiling, Lower Hold, Samarac Between Decks Pitch Pine. Shelf Pieces Pitch Pine Clamps Pitch Pine.

Fastenings.—To Hold Beams Lodging knees of Samarac side 8 inches and bolted with 1 1/4 1 1/8 Iron. Deck Beams Lodging knees of Samarac side 7 inches and bolted with 1 1/8 & 1 Iron. Number of Breasthooks Eight Pointers Four pairs Crutches Three one of which is Iron aft. Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Samarac How Made Turned. General Quality of Workmanship Good.

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature John Mahony Surveyor's Signature [Signature]

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.		No.	Weight.
<i>one suit of sails,</i>	Fore Sails,	Chain	90	1 1/8	Bower,	37 1/2	44 1/2
	Fore Top Sails,	Hempen Stream Cable	90	1 1/2	12 1/2	7 1/2	3 1/2
	Fore Topmast Stay Sails,	Hawser	75	10	Stream,		
	Main Sails,	Towlines	75	7			
	Main Top Sails,	Warp	90	5	Kedge,		
and		All of <u>Good</u> quality.					

Her Standing and Running Rigging are sufficient in size and Good in quality.

She has Three Beatty's Long Boat and 26 feet, Pinnace 24 feet, & Subsidiary Boat 22 feet.

The present state of the Windlass is Good Capstan Good Rudder Good Pumps Five of Iron.

General Remarks—Statement and Date of Repairs.

The Frame of this Vessel is put together with double floors, having outside cheeks hoveled on backs of footboards from 2 1/2 to 3 1/4 inches thick, The Hold and Deck Beam Waterways, Shelves, Clamps and Seiling between decks are all heavy and bolted with size fastening as required by the Rules.

The inside Bilge is secured with Plank commencing at 9 inches thick and diminishing off to 5 inches and well fastened with through Treennails and bolts. The Keelsons are heavy and doweled with Iron dowels averaging 6 to 7 feet apart.

She has athwartships Carlings to the upper Deck Beams 6 x 5 1/2 inches, thus making a strong upper Deck Frame. The Treennails are well driven having a good proportion, which go through all. The Caulking is sound. The Masts and Spars well made and from good materials, and when supplied with Iron knees, and Riders, she will in my opinion be eligible to Class J. A.

If Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed J. A.

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

Special£ 56 : 9 : 0

Certificate (if required)£ : :

Committee's Minute 27th March 1854

Character assigned 1 for 7 Years