

No. 1394 Survey held at Dorchester Date, first Survey 5th April Last Survey 9th Sept^r 1882
on the Barkeentine J. L. W. Palmer Master C. Anderson 24/10/82

TONNAGE under Tonnage Deck 382.07
Ditto of Spar Deck, or Avoing Deck
Ditto of Poop, or Raised Qr. Dk. 49.55
Ditto of Houses on Deck aft 32.39
Ditto of Forecastle 13.11
Gross Tonnage 484.40
Crew Space, as per Rule 7.28
Register Tonnage, out on Beam 471.29
Engine Room
Register Tonnage, as a Steamer, }
cut on the Beam }

Built at Dorchester N.B When built 1882 Launched Sept^r
By whom built P. J. Palmer Owners P. J. Palmer
Port belonging to Dorchester Destined Voyage Pen and Roads for order
If Surveyed while Building, Afloat, or in Dry Dock Building ship

Length as per section 39	Feet. 128	Inches. 3	Extreme Breadth Outside ..	Feet. 32	Inches. 7	Depth of Hold....	Feet. 12	Inches. 8	Number of Decks	one
Length of Keel	125									
Scantlings of Timber.										
LIMBER AND SPACE.....										
Floors	12	14	11	11 1/4	11 1/4					
1 st Foothooks	11.12	11 1/2	9 1/2	10 1/2	10 1/2					
2 nd Ditto	11.12	10	9	9 1/2	9 1/2					
3 rd Ditto	9.11	9	8 1/2	8 1/2	8 1/2					
Top Timbers	9.10	8	7 1/2		7 1/2					
Deck } N ^o 22 1/2 Average } Beams } Space } 4.0	12.16	10	8 1/2	9 1/4	9 1/4	7 1/2				
Deck Beams, length amidships ..	29.8									
Hold } N ^o Average } Beams } Space }										
Hold Beams, length amidships ..										
Keel	14	15	Shoe	13 1/2	13 1/2					
Scarp of Ditto	6.6		8 1/4	5.9						
Keelsons	18	15		14 1/2	14 1/2					
Scarp of Ditto	7.0			5.9						
Outside Plank.										
Garboard Strakes.....										
Garboard to Bilge ..										
Bilge Planks										
Bilge to Wales										
Wales										
Topsides										
Sheer Strakes.....										
Plank Sheers.....										
Water } Upper Deck Ways } Lower Deck										
Ditto, faying surface against Timbers ...										
Upper Deck.....										
Dimensions of Ship per Register,										
length 138.3 breadth 32.7 depth 12.8										
Inside Plank.										
Lumber Strakes										
Bilge Planks 8 1/4 ..										
Ceiling in Flat										
Ditto Bilge to Clamp										
Hold Beam Clamps..										
Deck Beam Ditto ..										
Ceiling 'twixt Decks										
Hold Beam Shelves ..										
Deck Beam Ditto....										

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Heel-Knee, & Dead'd abaft	Iron in Ship.	Inches required per Rule	Transoms and throats of Hooks	Iron in Ship.	Inches required per Rule	Hold Beam	Waterway ..	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Scarp of Keel, N ^o 9	1 1/8	1 1/2	Arms of Hooks.....	7/8	1 1/8	Bolts in	Knees			
Keelson Bolts through Keel	1 1/4	1 1/2	Thro' Bilge and Limber Strakes	7/8	1 1/8		Shelf or Clamp			
at each Floor	1 1/4	1 1/2	Thickstuff over Double Floors ..	3/4	1	Deck Beam	Waterway ..	7/8	7/8	
Bolts thro' Heels of Timbers	1 1/8	1 1/2	Butt End Bolts.....	3/4	3/4	Bolts in	Knees	1	1	
against Deadwood	1 1/8	1 1/2	Short Bolts in Ceiling	3/4	3/4		Shelf or Clamp	7/8	1	
Frame Bolts.....	7/8	3/4	Pintles of the Rudder	3	3	Nails or Bolts in Flat of Deck		7/8	7/8	
						TreenailsInches		1 1/8	1 1/8	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is two Inches. The Space between the Top Timbers is four Inches.

The Floors consist of birch for 55 ft, rem^t Spruce The First Foothooks of spruce

The Second Foothooks of spruce The Third Foothooks and Top Timbers of spruce

The Main Keelson is spruce and free from all defects. The Shifts of the First and Second Foothooks are not less than 4 ft

(The Rider Keelson is spruce) N.B. When less than prescribed by the Rule, state how many.

The Transoms, Knightheads, Hawse Timbers, & Aprons of spruce ditto. The rest of the Shifts of the Frame are 4.0 to 6 ft

Deadwood, of 24" Birch, rem^t Spruce and ditto. The Frame is well squared from First Foothook Heads upwards,

The Stem, and Stern Post of white oak ditto. and free from sap, and from thence downwards, the frame is

The Deck and Hold Beams of spruce The Frames are iron bolted together to the Gunwale.

Breasthooks of spruce Knees of spruce N.B. If not, state how bolted

The Main piece of Rudder of W. oak Windlass of iron patent The Butts of the Timbers are close together; their thickness not

(The Keel of Birch) less than 3 of the entire moulding at that place.

Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is spruce The Frame is part chocked with a Butt at each end of the chock.

From the above named height to the Wales spruce

The Wales and Black-strakes spruce The Topsides & Sheer-strakes spruce

The Spirketting and Plank-sheers spruce The Water-ways { Upper Deck spruce

The Decks spruce State of good Lower Deck none

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 3 4 4 between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are

The Ceiling, Lower Hold, and between Decks

Fastenings.—To Hold Beams

None

Deck Beams 4th Spruce loading Knees, with 17 pairs of iron Knee riders

and four pairs spruce Knees, attached to hooks forward and

pointers aft all well fitted and throly bolted.

Number of Breasthooks six Pointers none Crutches three pairs of spruce

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 hacmatac 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 P. J. Palmer per D. R. Jack Surveyor's Signature C. R. Coker

Surveyor to Lloyd's Register of British and Foreign Shipping.

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

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
19.	Fore Sails,	Chain	30	1 7/8	55.12.2.0	10.11.82	37 1/8	Bowers	13371	18.0.49	19.4.1.14	16 3/4	18 tons
	Fore Top Sails,	19.7.82	180	1	55.12.2.0	10.11.82	37 1/8	Stops	13370	18.0.5	19.2.0.21	1	"
	Fore Topmast Stay Sails,	200 only	60+1ft	1 1/2	37.2.2.0	21.7.82			13372	15.3.2	17.5.1.7		
	Main Sails,	Hawser	75	4	7.18.0.0	21.7.82			13391	6.3.8	9.2.1.0		
	Main Top Sails,	Towlines	75	6					13375	2.0.1	5.12.0.21		
	and	Warp							13374	1.2.7	4.1.2.7		
		All of good quality											

Her Standing and Running Rigging is sufficient in size and good in quality. She has one Long Boat and two Jolly Boats

The present state of the Windlass is good Capstan good and Rudder good Pumps good

Scuppers, &c. - What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

(3) three scuppers aside and one port.

Cargo Hatchways. - How formed? well formed State size 6 by 8 ft

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? good Main Hatchways. - State size 8 by 12 ft.

Order for Special Survey, No.	DATES of Surveys	1st. When the Frame is completed	5th April 1882
Date	held while build-	2nd. When the Beams are put in, &c.	1st June
Order for Ordinary Survey, No.	ing, as per Section	3rd. When completed, and before the	2nd & 9th Sept
Date <u>March 1882</u>	35.	plank be painted or payed	
No. _____	in Builder's Yard.		

General Remarks. This Vessels frame was built on stage and hoisted up with double floors all fore and aft -

Timbers of frame are generally natural crooks with full moulding at heads and heels, and very few checks. Keelsons are well fitted and thoroughly thro' bolted - upper deck binding is well fitted, and thoroughly through fastened - Shelf, clamps, ceiling and bilges are all tie bolted with 1" and 7/8 iron bolts - All the inside work is well seamed and fitted to timbers - Air openings

Number of solid knee riders	17 iron 4 Spruce	21 Pcs
Length of beam arm	"	3.3
" Side	"	16.9
Breadth of knees	"	1.3
Thickness at butts of timbers	"	2 1/2
" " angle	"	4
" " Throat	"	2 1/2
" " ends	"	1 1/2
Size of bolts in readers	"	7/8
" " throat	"	1
Number of bolts in beam arm	"	3
" " Side	"	10
Distance between bolts	"	1.4
Number of yellow metal bolts	"	8
Depth from the upper deck beam to floors	"	13.10
floor to lower edge of rabbet of Keel	"	1.8
Girth from the upper deck beam to Keel seam	"	25.5
Half siding of Keel	"	7
" extreme breadth	"	16.4
Extreme length.	"	128.3

are cut as per Rule Section 37 Butts & Bilges are thro' fastened as per Rule Section 46 Thoroughly salted as per Rule Sec 37 She is well through fastened all over faithfully built & in my opinion eligible to Class G A I.

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled When last done

I am of opinion this Vessel should be Classed G A I

The Amount of the Entry Fee Class G 5 : 0 : 0 received by me, Special .. £ 11 : 0 : 0 9.10.1882 Certificate .. 6 : 5 : 0

(Travelling Expenses, if any, £ 7.0.0

Committee's Minute

Character assigned

4/12/82

with the

Register

Fridy, 1st December 1882.

Charles R. Coker.

From further explanation it appears that this vessel has raised quarter deck, and that she has been strengthened longitudinally to compensate for her reduced proportions, and also at the breast to the satisfaction of the Surveyor & appears to be worthy the consideration of the Committee to be classed as recommended viz G A I "Salted"

W. G. G. The 1st Dec 1882

15.12.82