

No. 354 Survey held at Newford Date November 1 1871
on the Prigentine "Shinai" Master Captain Ryne
Tonnage Old Built at P. Edwards Island When built July 1860 Launched
By whom built 98 Owners Mrs. O. Lomer
Port belonging to Newford Destined Voyage Newport
If Surveyed while Building, Afloat, or in Dry Dock Afloat
Last Survey No 201 Port Prince of Wales Cape

| | | | | | |
|---------------------------|---------------|---------------------|---------------------|---------------|----------------------|
| Length aloft | Feet. Inches. | Extreme Breadth | Feet. Inches. | Depth of Hold | Feet. Inches. |
| Scantlings of Timber. | | | Thickness of Plank. | | |
| Room and Space | Inches. | Inches. Middle Ends | Outside. | Inches. | Inside. |
| Floors | sided | Moulded | Keel to Bilge | | Limber Strakes |
| 1 st Foothooks | " | " | Bilge Planks | | Bilge Planks |
| 2 nd Ditto | " | " | Bilge to Wales | | Ceiling in Flat |
| 3 rd Ditto | " | " | Wales | | Ditto Bilge to Clamp |
| Top Timbers | " | " | Short Hoods | | Hold Beam Clamps |
| Deck Beams N ^o | Average Space | " | Topsides | | Deck Beam Ditto |
| Hold Beams N ^o | Average Space | " | Sheer Strakes | | Ceiling 'twixt Decks |
| Keel | " | " | Plank Sheers | | Hold Beam Shelves |
| Keelsons | " | " | Water-Ways | | Deck Beam Ditto |
| Scarphs of Ditto | " | " | Upper Deck | | |

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

| | | | | | | | | |
|--------------------------------------|----------------|--------------|------------------------------------|----------------|--------------|----------------------------|----------------|--------------|
| Heel-Knee, and Deadwood abaft | Copper Inches. | Iron Inches. | Transoms and throats of Hooks | Copper Inches. | Iron Inches. | Lower Pintle of the Rudder | Copper Inches. | Iron Inches. |
| Scarphs of Keel.....N ^o . | | | Arms of Hooks | | | Hold Beam | | |
| Floor Timber Bolts | | | Bolts thro' Bilge & Limber Strakes | | | Deck Beam | | |
| Kelson ditto | | | Butt End Bolts | | | | | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is _____ Inches. The Space between the Top-timbers is _____ Inches. The Stem, Stern Post, consist of _____ the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of _____ and are _____ free from all defects. The Floors consist of _____ The First Foothooks of _____ Timber. The Second Foothooks of _____ The Third Foothooks of _____ The Top Timbers of _____ The Shifts of the first and second Foothooks are not less than _____ N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are _____ The Frame is _____ squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is _____ The alternate Frames are _____ 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 _____ of the entire moulding at that place. The Frame is _____ chocked with _____ Butt at each end of the chock. The Main Keelson is _____ and free from all defects. The False Keelson is _____ The Deck Beams consist of _____ The Hold Beams of _____ The Knees of _____

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is _____ From the above named Height to the Light Water Mark _____ From the Light Water Mark to the Wales _____ The Wales and Black-strakes are _____ The Topsides _____ The Sheer-strakes _____ and Plank-sheers _____ The Water-ways _____ The Decks _____ State of _____ The Shifts of the Planking are not less than _____ 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 _____ between

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

Fastenings.—To Hold Beams _____ Deck Beams _____ Number of Breasthooks _____ Pointers _____ Crutches _____ Butts End Bolts are of _____ in the Bottom, and _____ Bolt in each Butt End through and clenched. Bilge and Limber Strakes _____ bolted through and clenched. Treenails of _____ How Made _____ General Quality of Workmanship _____

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

Builder's Signature _____

Surveyor's Signature _____

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

| She has SAILS. | | | CABLES, &c. | | ANCHORS, and their weights. | | |
|-----------------------------|--------------------------|--|-----------------------------|----------|-----------------------------|------------------|---------|
| N ^o . | | | | Fathoms. | Inches. | N ^o . | Weight. |
| 2 | Fore Sails, | | Chain | 120 | 7/8 | 2 | 7-1-4 |
| 1 | Fore Top Sails, | | Hempen Stream Cable | 40 | 6 1/2 | | 8-0-0 |
| 1 | Fore Topmast Stay Sails, | | Hawser | | | 1 | 1-8-10 |
| 1 | Main Sails, | | Towlines | 45 | 3 1/2 | | |
| 1 | Main Top Sails, | | Warp | 45 | 2 1/2 | 1 | 1-1-0 |
| and <u>Some Spare Sails</u> | | | All of <u>good</u> quality. | | | | |

Her Standing and Running Rigging good & sufficient in size and very good in quality.

She has one good boat Long Boat and well fully equipped with stores

The present state of the Windlass is Patent Capstan brass Rudder good Pumps two wood pumps good

General Remarks—Statement and Date of Repairs.

This vessel is fully equipped with stores of best quality and is now ready for sea

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed A 1 years

The Amount of the Fee.....£ : 10 : 0 is received by me,

Special£ : :

Certificate (if required)£ : 2 : 6

Committee's Minute 5th November 1861

Character assigned 7 A 1



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