

Run 26/2/64 1432

No. 1432 Survey held at Pt Dinorwic Date 24 Feb 1864
on the Brig "Atlanta" Master W Griffiths
Tonnage Old Built at Pt Dinorwic When built 1864 Launched 9 Feb
By whom built Rees Jones Owners Griffiths & others
Port belonging to Carnarvon Destined Voyage Shanghai
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	Feet.		Inches.		Extreme Breadth Outside		Feet.		Inches.		Depth of Hold		Feet.		Inches.	
	Sided.	IN SHIP.	Moulded.	REQUIRED PER RULE.	Sided.	Moulded.	Sided.	IN SHIP.	Moulded.	REQUIRED PER RULE.	Sided.	IN SHIP.	Moulded.	REQUIRED PER RULE.	Sided.	IN SHIP.
100					24		6				13				10	
Scantlings of Timber.																
Outside.																
TIMBER AND SPACE	23			2 1/2			Garboard Strakes	3		2 3/4						
Floors	10	11	9	8 1/4	8 1/4	7 1/4	Garboard to Bilge	3		2 3/4						
1st Foothooks	9	9		8 1/4	8 1/4		Bilge Planks	5		2 3/4						
2nd Ditto	8	8		7	7		Bilge to Wales	3		2 3/4						
3rd Ditto							Wales	4 1/2		4 1/4						
Top Timbers	7		5	6 1/2		5	Topsides	3 1/4		3 1/4						
Deck } N° 18 Average } 4 feet	9	9	6 1/4	8 1/4	8 1/4	6 1/4	Sheer Strakes	3 1/2		3 1/4						
Beams }							Plank Sheers	2 3/4		2 3/4						
Deck Beams, length amidships	23 feet						Water - Upper Deck	8		5						
Hold } N° 7 Average } 8 feet	11 1/2	11 1/2	9 1/2	11	11	9 1/4	Ways Lower Deck									
Beams }							Ditto, faying surface	5 1/4		5						
Hold Beams, length amidships	23 feet						against Timbers	3		2 1/2						
Keel	11	14		10 3/4	10 3/4		Upper Deck									
Scarp of Ditto	6	4		4	9											
Keelsons	10	14		11 1/4	11 1/4											
Scarp of Ditto																

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

	Copper or Y.M. in Ship.		Inches required per Rule		Copper or Y.M. in Ship.		Inches required per Rule		Copper or Y.M. in Ship.		Inches required per Rule		Copper or Y.M. in Ship.		Inches required per Rule	
		Iron in Ship.				Iron in Ship.				Iron in Ship.				Iron in Ship.		
Heel-Knee, & Deadw'd abaft	1		1	Transoms and throats of Hooks	14/16		14/16	Hold Beam								
Scarp of Keel, N° 8	12/16		12/16	Arms of Hooks	12/16		12/16	Bolts in								
Keelson Bolts through Keel	14/16		14/16	Thro' Bilge & Limber Strakes	7/16		7/16	Waterway								
at each Floor				Thickstuff over Double Floors				Knees								
Bolts thro' Heels of Timbers	12/16		12/16	Butt End Bolts	10/16		10/16	Shelf or Clamp								
against Deadwood				Pintles of the Rudder	2 1/2	2 1/2	2 1/4	Deck Beam								
								Knees								
								Shelf or Clamp								
								Nails or Bolts in Flat of Deck								
								Treenails								

Timbering. The Space between the Floor Timbers and Lower Foothooks is 2 to 3 Inches. The Space between the Top-Timbers is 4 to 6 Inches.

The Floors consist of English Oak The First Foothooks of English Oak
The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak
The Shifts of the First and Second Foothooks are not less than 1/4 of 4 ft Breadth. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are insufficient

The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared

The stern Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/3 rd of the entire moulding at that place.

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

The Keel is American Elm The Main Keelsons are Greenheart & Oak and are free from all defects.

The Stem, and Stern Post of English Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak Deadwood, of English Oak and are free from all defects.

The Deck and Hold Beams of English Oak The Breasthooks of Eng Oak The Knees of Iron

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

From the above named Height to the Light Water Mark English Oak

From the Light Water Mark to the Wales Greenheart & English Oak

The Wales and Black-strakes are Greenheart & Eng Oak The Topsides & Sheer-strakes Greenheart & Eng Oak

The Spirketting and Plank-sheers Greenheart & Eng Oak The Water-ways { Upper Deck Oak Eng Oak Lower Deck

The Decks Yellow Pine State of Good

The Shifts of the Planking are not less than 5 Feet in 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 Greenheart & Eng Oak

The Ceiling, Lower Hold, and between Decks Greenheart Eng Oak Shelf Pieces and Clamps Oak & Oak

Fastenings. To Hold Beams Iron Loring Knives, and 4 pairs of hanging Knives

Deck Beams Iron Loring Knives, 1 pair of hanging Knives, and 5 pairs of staple standers

Number of Breasthooks Four Pointers one pair Crutches one of Iron

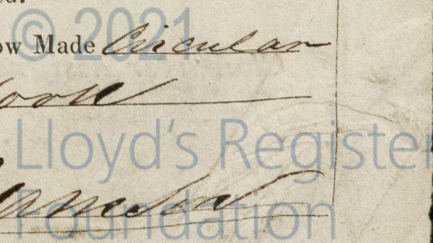
Butts End Bolts are of Yellow Metal the Bottom, and Iron Bolts in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng Oak How Made Circular

Thickstuff over Double Floors are bolted through and clenched. General Quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature Rees Jones Surveyor's Signature Thos Marshall



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

She has **SAILS.**

N^o.
2 Fore Sails,
1 Fore Top Sails,
2 Fore Topmast Stay Sails,
1 Main Sails,
2 Main Top Sails,
and *others as usual*

Certificates produced for cables and anchors
CABLES, &c. *admitted test*
Chain *Test 22 3/4 tons* 105 1 3/4
Hempen Stream Cable 95 1 3/4
Hawser 80 1 3/4
Towlines 90 8 1/2
Warpes 90 6 1/2
All of good quality. 100 5
100 4 1/4

ANCHORS, and their weights.

Test 11 3/4 tons
Bower, 3 12.1
" " " 10.0
Stream, 1 4.5
Kedge, 1 1.5.0

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

She has one Long Boat and stiff

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

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

DATES of Surveys
held while building,
as per Section 35.

- 1st. When the Frame is completed built under special survey and
2nd. When the Beams are put in, &c. visited at different periods during
3rd. { When completed, and before the } construction from May 1863 till present date
plank be painted or payed }

This vessel is fastened externally with yellow metal to the entire exclusion of iron, flat of upper deck with galvanised iron.

By mistake the keels of cant timbers forward and aft were fastened with iron but as a compensation are additionally fastened with yellow metal bolts passing through outside planking.

Thos. Adams

X Lee Deadwood Bolts

Tested as the work progressed

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

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

I am of opinion this Vessel should be Classed 13A1

The Amount of the Fee.....£ 3 : : : is received by me,

Special£ 11 : 2 :

Certificate£ : : :

Thos. Adams

Committee's Minute 26th February 1864

Character assigned A 1 or 13 Year