

No. 1939 Survey held at Overseas, Date Last Survey, May 12 1869
on the Ship Chryseis, Master Mr. J. Shaw
Tonnage Old 620, New 550, Built at Aberdeen, When built 1859, Launched Feb 25/59
By whom built J. & C. Hall & Co, Owners, Messrs. J. & C. Hall & Co
Port belonging to London, Destined Voyage China
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft			Extreme Breadth Outside			Depth of Hold		
170			29			10		
Feet.			Inches.			Feet.		
IN SHIP.			REQUIRED PER RULE.			IN SHIP.		
Sided.			Moulded.			Sided.		
Middle.			Ends.			Middle.		
Moulded.			Moulded.			Moulded.		
Scantlings of Timber.			Outside.			Inside.		
TIMBER AND SPACE			Garboard Strakes			Limber Strakes		
24x31			4			4 1/4		
Floors			Garboard to Bilge			Bilge Planks		
8 1/2 x 9			4 1/4			4 1/4		
1st Foothooks			Bilge Planks			Ceiling in Flat		
7 1/2 x 8			4 1/4			4 1/4		
2nd Ditto			Bilge to Wales			Ditto Bilge to Clamp		
7 1/2 x 8			4 1/4			3 1/2		
3rd Ditto			Wales			Hold Beam Clamps		
3 1/2 x 8			5			4		
Top Timbers			Topsides			Deck Beam Ditto		
3 1/2 x 8			4 1/4			4		
Deck } No 32 Average			Sheer Strakes			Ceiling 'twixt Decks		
Beams } Space 3 feet 9 inches			4 1/4			none		
Deck Beams, length amidships			Plank Sheers			Hold Beam Shelves		
20, 2			4 1/4			14		
Hold } No 21 Average			Water } Upper Deck			Deck Beam Ditto		
Beams } Space 3 feet 4 inches			4 1/4			5		
Hold Beams, length amidships			Ways } Lower Deck					
20, 6			4 1/4					
Keel			Ditto, faying surface					
15			against Timbers					
Scarp of Ditto			Upper Deck					
84			3 1/2					
Keelsons								
15 1/2								
Scarp of Ditto								
84								

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		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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Timbering.—The Space between the Floor Timbers and Lower Foothooks is 13-15 Inches. The Space between the Top-Timbers is 39 Inches.

The Floors consist of British Oak, The First Foothooks of British Oak,

The Second Foothooks of British Oak, The Third Foothooks and Top Timbers of British Oak,

The Shifts of the First and Second Foothooks are not less than 3 feet 4 inches N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are the same,

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

The alternate 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 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. The Main piece of Rudder is 10 ft of Windlass is Iron

The Keel is Greenheart and is free from all defects.

The Stem, and Stern Post of British Oak & Teak. The Transoms, Knight Heads, Hawse Timbers,

and Aprons of British Oak. Deadwood, of British Oak & Teak and are well free from all defects.

The Deck and Hold Beams of British Oak & Teak. The Breasthooks of Iron. The Knees of British Oak & Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is British Oak & Teak
or to the First Foothook Heads }

From the above named Height to the Light Water Mark Consists of British Oak & Teak,

From the Light Water Mark to the Wales Consists of East India Teak,

The Wales and Black-strakes are East India Teak. The Topsides & Sheer-strakes Teak,

The Spirketting and Plank-sheers East India Teak. The Water-ways { Upper Deck Teak,

The Decks East India Teak. State of Material Good, Lower Deck Greenheart,

The Shifts of the Planking are not less than Six 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 three between, and without step-butting

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

The Ceiling, Lower Hold, and between Decks Greenheart. Shelf Pieces and Clamps Greenheart

Fastenings.—To Hold Beams One pair of double leg plates each beam

and 16 pair of iron hanging braces, through bolted

and clenched

Deck Beams are secured with 10 ft Oak & Iron staple bolting

each beam end, & 24 pair of iron hanging braces, through bolted &

Number of Breasthooks Four Pointers none required Crutches three,

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

Bilge and Limber Strakes 1 1/4 bolted through and clenched. Treenails of Greenheart How Made scruvel

Thickstuff over Double Floors — 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 _____ Surveyor's Signature W. H. Hall

1939 *Alm*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.	N ^o .	Weight.
2 Sails Complete 3	Fore Sails,	Chain	240	1 1/2	Bower,	3 18, 2, 25
	Fore Top Sails,	Hempen Stream Cable	70	7/8	22, 0, 2
	Fore Topmast Stay Sails,	Hawser	90	7	Stream,	1 6-1, 5
	Main Sails,	Towlines	90	9	Kedge,	2 4, 0, 0
	Main Top Sails,	Warp	90	5 1/2		2, 1, 27
and all new.		All of good quality.	90	4		

Her Standing and Running Rigging all new sufficient in size and Good in quality.She has One Long Boat and 2 Others.The present state of the Windlass is Iron Capstan old Rudder Good Pumps 2 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	<u>August 26th 1839.</u>
	2nd. When the Beams are put in, &c.	<u>July 23rd 1840.</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>April 18th 1840.</u>

This Vessel has been built under Special Survey in the diagonal principal, of good & sound material for the twelve years grade, & fastened with yellow metal in accordance with rule Sec 46, for an additional year & built under permanent water tight roof. But not occupying the time required in building, in accordance with rule for a longer period, the keel laid July 11th 39 & launched April 25th 40. She has around stern full poop & fore-castle. Built in accordance with rule Sec 38. The whole of the frame timbers are bolted close together from keel to gunwale, the average distance apart 3 feet 3 inches & intermediate floors are introduced between each frame sided from 10 to 12 inches, extending in one length from bilge to bilge. Sister Beelsons of breadth 15 inches by 12 are fitted over the joints of the long floor beams through bolted in each first futtock & intermediate floor with 1/2 in yellow metal & clinched. Stringers are also worked at the first & 2nd futtock beams, with fillings closely fitted fore & aft between the frames all through bolted & clinched. Fillings of 1 1/2 in Oak are also fitted between the timbers at the bulk & waterways, making the gunwale solid close up to the under side of plank sheers. And the deck beams are clewed on to the shelf pieces. The diagonal skins consists of three thicknesses of 1 1/2 in Scotch Oak in sundry parts under the keel. The second skins are caulked & fitted & the whole fastened with galvanized nails. The 1 1/2 in Oak deadwood does not extend above the height of 2 feet from the rabbet of the keel. The bilge & limber strakes are through bolted & clinched & each butt of the outside planking is fastened with two bolts one through & clinched in accordance with rule Sec 46. The garboard strakes are horizontally bolted through the keel & each other. The inner keel consists of 1 1/2 in Oak. The caulking has been proved, by pieces being cut out, & found

Present condition of Caulking of Bottom, Good Deck, Good and Waterways GoodIf Sheathed, Doubled, Felted, or Coppered Yellow Metal & paper When last done 1840.I am of opinion this Vessel should be Classed B, A, 1.

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

Wm J. H. Special£ 27. 10. -

Certificate£ - - -

Committee's Minute 15th May 1840Character assigned 1 for 13 Years"Diagonal Build" (B.S.)

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Foundation