

No. 550 Survey held at Warkworth Date From 15 July 1852 To the 31 July 1852  
 on the Brigade Penvenance Master Thomas Lightson  
 Tonnage 292 Built at Warkworth When built 1852  
 By whom built Mr. Sanderson & Lightson Owners Sanderson & Co  
 Port belonging to Warkworth Destined Voyage Cronstadt  
 If Surveyed Afloat or in Dry Dock White Building

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
		<u>N.M.</u>			
<b>Scantlings of Timber.</b>					
Timber and Space	each	Inches.	Inches.	Inches.	
Floors	sided	<u>11</u>	<u>9 1/2</u>		
1 <sup>st</sup> Foothooks	"	<u>9 1/2</u>	<u>9</u>		
2 <sup>nd</sup> Ditto	"	<u>9 1/2</u>	<u>8 1/4</u>		
3 <sup>rd</sup> Ditto	"	<u>8 1/4</u>	<u>8</u>		
Top Timbers	"	<u>7 1/2</u>	<u>5 1/4</u>		
Deck Beams ....N°. of <u>22</u>	"	<u>9 1/2</u>	<u>6</u>		
Hold Beams ....N°. of <u>13</u>	"	<u>10 1/2</u>	<u>8</u>		
Keel	"	<u>10</u>	<u>12 1/2</u>		
Kelsons	"	<u>11 1/2</u>	<u>22</u>		
<b>Thickness of Plank.</b>					
			<b>Outside.</b>	<b>Inside.</b>	
			Inches.	Inches.	
			Keel to Bilge	Foot Waling	<u>3 1/2</u>
			Bilge Planks	Bilge Planks	<u>4</u>
			Bilge to Wales	Ceiling in Flat	<u>2 3/4</u>
			Wales	Ditto Bilge to Clamp	<u>2 3/4</u>
			Topsides	Hold Beam Clamps	<u>3 1/4</u>
			Sheer Strakes	Deck Beam Ditto	<u>3 1/2</u>
			Plank Sheers	Ceiling 'twixt Decks	<u>2 1/2</u>
			Water-Ways	Hold Beam Shelves	---
			Upper Deck	Deck Beam Ditto	---
<b>Size of Bolts in Fastenings, distinguishing whether</b>					
			<b>Copper or Iron.</b>	<b>Iron.</b>	
			Inches.	Inches.	
			Heel-Knee, and Dead Wood abaft	Hold Beam	<u>1 1/2</u>
			Scarp of Keel <u>Mixed Metal</u> N°. <u>8</u>	Deck Beam	<u>1 1/2</u>
			Floor Timber Bolts		
			Kelson ditto		
			Transoms and throats of Hooks		
			Arms of Hooks		

**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 3 1/4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are generally free from all defects.

The Floors and first Foothooks are composed of Danby and English Oak Timber.

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 3 1/2 inches. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 5 1/2 to 5 1/2 inches

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

The alternate Frames are none bolted together.

N. B. If not, state how bolted.

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

The Frame is plain chocked with no Butt at each end of the chock.

The Main Kelson is composed of Amur Oak and the False Kelson of Amur Oak

The Scarphs of the Kelsons are not less than ten feet three inches.

The Deck and Hold Beams are composed of English, Hotten, and Danby Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of English, Hotten, and Danby Oak

From the first Foothook Heads to the Light Water Mark of Amur Oak, Hotten and Danby Oak

From the Light Water Mark to the Wales of Hotten and Danby Oak

The Wales and Black-strakes are of Hotten and Danby Oak The Topsides of Hotten and Danby Oak

The Sheer-strakes and Plank-sheers of Hotten and Danby Oak The Water-ways of Danby Oak

The Decks of Yellow pine in English State of Good condition

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 Three between

**Planking Inside.**—The Limber-strakes are composed of Hotten and Danby Oak the Bilge Planks of Hotten and Danby Oak

The Ceiling, Lower Hold, of Hotten, Danby Oak, and Amur Oak Between Decks of Hotten and Danby Oak, and Amur Oak

Shelf Pieces of — Clamps of Danby and Amur Oak

**Fastenings.**—To Hold Beams 4 inch square Hotten Oak scabbled into the beam ends, and staple iron bolting knives

to all the spaces for and aft, and six Diagonal iron knives on each side

Deck Beams One scabbled knives to each beam end English Oak, and seven iron Diagonal knives with tags

on each side, Eight three spaces forward, and six spaces aft, double bolting knives English Oak,

Number of Breasthooks Two English Oak, Pointers 2 Danby Oak, Crutches One Iron,

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

Bilge, and Footwaling Mixed Metal, none bolted through and clenched.

General Quality of Workmanship Well executed

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

Builder's Name Sanderson & Lightson Surveyor's Name Richard Leigh



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .	Fathoms.		Inches.	N <sup>o</sup> .	
2 Fore Sails,	200	Chain .....	1 1/4	2 Bower,	wt. 25 lb — 14" 0" 10
2 Fore Top Sails,		Hempen Stream Cable .....		1 Stream,	12" 1" 0
2 Fore Topmast Stay Sails,	130	Hawser .....	7/8	2 Kedge,	3" 2" 0 — 5" 2" 10
2 Main Sails,	80	Towlines .....	9		
2 Main Top Sails,	180	Warp .....	5 1/2		
and other suitable sails		All of	Good quality.		

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

She has one Long Boat and one skiff and one quarter Boat

The present state of the Windlass is Good, Capstan Good, and Rudder Good, Main piece English oak, and  
 And fitted up with Jozack Robinson's Also Patent Winch, The two lower gudgeons composition  
 Patent.

**General Remarks**      **Statement and Date**

**General Remarks—Statement and Date of Repairs.**

This vessel's hull is in three lengths American Elm well scarphed together with copper bolts and clinched, The stern frame well scarphed at the post, and has good hull knee and sprenis English oak, Secured American elm, and oak, and all well bolted, The bottoms of good sound timber well scarphed together, and bolted through every alternate floor and clinched, The canttimbers are stepped into the deadwood and bolted through and one English oak knee to each end of the wing transom, And a transom over the back of the stern timbers English oak, and iron knee on each end, The distance between the deck beams are 4 feet, And hold beams from 4 to 8 feet, The frame timbers run healthy, and well squared, and fairly free from sap, Also planking good, The planks well skinned to the timbers, and secured with English oak turnbuckles, Except the bottom is fast Danzig oak turnbuckles and engine turned, good proportion drove through the ceiling and wedged, The deck, and hold beam knees, Iron hanging knees, knees on the transoms, Pinkeis, and butch, Breast hooks, Knight heads, House timbers, Waterways, Plankheads, Coamings, and Windows, are all well fitted and sufficiently secured by iron bolts and clinched, And one bolt drove through each butt end and clinched, The Edge, and Limber strakes are fastened according to rules, and clinched on the ceiling, Decks well laid, and clear from sap or shakes, Coamings Baltic oak 3½ & 4 inches And well fitted out with good materials,

This vessel has an after Bulk-Particulars as follows: Length 27 feet, Width 2 feet 9 inches, Timber is English Oak, Outside Planking Mould for 2 inch, Ceiling 2 inch Mould for 1/2 inch, Bottom Oak 3/4 inch, Waterways, and Marksheer's Bottom Oak 3/4 inch, Beams and half Beams, Hotten, and a Mould for, Sufficiently secured by Iron clasp's round the timbers, well bolted and clenched, With oak stanchions from half beam ends to Deck Beams, and five inch oak coamings dove-tailed over the half beam ends and bolted through, The

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done 20 August 1852

I am of opinion this Vessel should be Classed 8 Years A. 1

The Amount of the Fee.....£ <sup>2</sup>/<sub>10</sub> : / : / is received by me,

Special ..... £ 14 : 12 : 11

Certificate (if required) .....£ : :

Committee's Minute 3<sup>rd</sup> Sept 1842

*Character assigned*