

No. 1850 Survey held at Bristol Date 17th June 1853. 8th May 1854
 on the Berque Crouch Brothers Master George Crouch
 Tonnage Old 341 Built at Bristol When built March Launched March 1854
 By whom built Symons & Beau Owners Crouch Brothers
 Port belonging to Bristol Destined Voyage Australia
 If Surveyed while Building, Afloat, or in Dry Dock During the Building

Length aloft	104	Feet. Inches.	Extreme Breadth	23	3	Feet. Inches.	Depth of Hold	16	1	Feet. Inches.
Scantlings of Timber.										
Room and Space		Inches.		Inches.	Inches.		Thickness of Plank.			
Floors	sided	10 3/4	Moulded	11			Outside.		Inside.	
1 st Foothooks		9 1/2		10 1/2		Keel to Bilge	3 1/2	Limber Strakes		3 1/2
2 nd Ditto		8 1/2		9 1/2		Bilge Planks	4 1/2	Bilge Planks	5	4
3 rd Ditto		8 1/4		8 1/2	5 1/2	Bilge to Wales	3 1/2	Ceiling in Flat		2 1/2
Top Timbers		8 1/4		8 1/2	5 1/2	Wales	5	Ditto Bilge to Clamp		3
Deck Beams N ^o 24	Average Space 3ft bunches	9 1/2		9 1/2		Short Hoods	-	Hold Beam Clamps		4
Hold Beams N ^o 16	Average Space 5ft 6in 3ft 0in	11 1/2		11 1/2		Topsides	3 1/2	Deck Beam Ditto		3
Keel		13		13		Sheer Strakes	3 1/2	Ceiling 'twixt Decks		2 1/2
Keelsons		13		16		Plank Sheers	3 1/2	Hold Beam Shelves		5 1/2
Scarphs of Ditto		6 feet				Water-Ways	7 1/2	Deck Beam Ditto		5 1/2
						Upper Deck	3			5 1/2

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 .	1 1/8	7/8	Arms of Hooks	1	7/8	Hold Beam	3/4	
Floor Timber Bolts	1 1/8	1 1/8	Bolts thro' Bilge & Limber Strakes	3/4	3/4	Deck Beam	3/4	
Kelson ditto	1 1/8	1 1/8	Butt End Bolts	5/8	5/8			

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 Inches. The Stem, Stern Post, consist of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of do and are free from all defects. The Floors consist of English Oak The First Foothooks of English Oak Timber. The Second Foothooks of do The Third Foothooks of English Oak The Top Timbers of do The Shifts of the first and second Foothooks are not less than 3 feet bunches N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are skull The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is skull The ~~frames~~ Frames are all 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 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 Keelson is English Oak and free from all defects. The False Keelson is The Deck Beams consist of do The Hold Beams of English Oak The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is English Elm From the above named Height to the Light Water Mark English Oak From the Light Water Mark to the Wales do The Wales and Black-strakes are do The Topsides English Oak The Sheer-strakes English Oak and Plank-sheers do The Water-ways do The Decks Yellow Pine State of good The Shifts of the Planking are not less than 5 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 three between

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

Fastenings.—To Hold Beams shelf pieces, Iron staples knees and 7 hanging knees on each side Deck Beams shelf pieces, dowelled and 2 bolts through and clenched and nine hanging knees on each side Number of Breasthooks five Pointers two Crutches one of transom over keel of stern timber with wing knees Butts End Bolts are of yellow metal in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Limber Strakes skull bolted through and clenched. Treenails of English Oak How Made engine turned General Quality of Workmanship good

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

Builder's Signature

Surveyor's Signature

James Hood

Lloyd's Register Foundation

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	Fore Sails,	Chain	240 13/10	Bower,	3 20
2	Fore Top Sails,	Hempen Stream Cable			20
2	Fore Topmast Stay Sails,	Hawser	80 7	Stream,	1 5
1	Main Sails,	Towlines	80 5		
2	Main Top Sails,	Warp	90 3/2	Kedge,	1 1/2
and <u>libs all new</u>		All of _____ quality.			

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

She has one Long Boat and two others

The present state of the Windlass is patent Capstan brass Rudder good Pumps two metal

General Remarks—Statement and Date of Repairs.

This vessel has been specially surveyed for the 12 years grade - has a good frame and planking of the best material and well worked and secured, except the stepping of the planking a sketch of which was submitted to the Committee, and six diagonal Iron Riders have been fitted on each side from the upper Deck Clamps to the floors, well bolted and clenched, as a compensation - All the bolts are of yellow metal except the middle line.

The cable have sustained a tension of thirty and a quarter tons.

If Sheathed, Doubled, Felted, or Coppered yellow metal When last done March 1854

I am of opinion this Vessel should be Classed 12 A1.

The Amount of the Fee.....£ 4 : : is received by me, James Hood

Special£ 17 : 1 : -

Certificate (required)£ : 5 : gratis

Committee's Minute 12th May 1854

Character assigned A1 for 12 years

