

No. 2136 Survey held at Bristol Date 25th June 1857  
 on the Barque "Stone" Master Thomas Stephens  
 Tonnage Old 350 Built at Bristol When built May Launched 30 1857  
 By whom built J. Clayton Owners Gordon Brothers  
 Port belonging to London Destined Voyage \_\_\_\_\_  
 If Surveyed while Building, Afloat, or in Dry Dock during the Building

Length aloft	Feet.		Extreme Breadth Outside	Feet.		Depth of Hold	Feet.	
	Inches.	Inches.		Inches.	Inches.		Inches.	Inches.
122	8	8	25	15	8	15	8	

  

Scantlings of Timber.	Inches.		MOULDED.	Inches.	MOULDED.	Inches.	MOULDED.	Inches.	MOULDED.	Thickness of Plank.	
	In Ship.	Required per Rule.								In Ship.	Required per Rule.
TIMBER AND SPACE	2 1/4	4									
Floors	10 1/2	10 1/2									
1st Foothooks	8	8									
2nd Ditto	8	8 1/4									
3rd Ditto	7 1/4	8	6								
Top Timbers	7 1/4	8	6								
Deck Beams	8 1/2	8 1/2	6 3/4								
Deck Beams, length amidships	22 ft 6 in	8 1/4	8 1/4								
Hold Beams	11	11	9 1/2								
Hold Beams, length amidships	23 ft										
Keel	12		15								
Scarphs of Ditto	6 ft										
Keelsons	13 1/4		14								
Scarphs of Ditto	13-6 ft 4 in		5								

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

	Copper	Inches		Copper	Inches		Copper	Inches
	Inches	required		Inches	required		Inches	required
	In Ship.	per Rule.		In Ship.	per Rule.		In Ship.	per Rule.
Heel-Knee, and Deadwood abaft	1 1/8		Transoms and throats of Hooks	1		Hold Beam Bolts in		
Scarphs of Keel	7/8		Arms of Hooks	7/8		Waterway	7/8	
Keelson Bolts through Keel at each Floor	1 1/16		Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	3/4		Knees		
Bolts through Heels of Timbers against Deadwood	7/8		Butt End Bolts	1 1/16		Shelf or Clamp		
			Pintles of the Rudder	2 1/2		Waterway	7/8	
						Knees		
						Shelf or Clamp		
						Nails or Bolts in Flat of Deck	4	
						Treenails	1 1/4	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 4 1/2 Inches.  
 The Floors consist of English oak The First Foothooks of English oak Timber.  
 The Second Foothooks of do The Third Foothooks and Top Timbers of do  
 The Shifts of the First and Second Foothooks are not less than 3ft 9inches N. B. When less than prescribed by the Rule, state how many.  
 The rest of the Shifts of the Frame are same  
 The Frame is well squared from the First Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is the same  
 The alternate Frames are well 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 piece of Rudder is English oak  
 The Main Keelson is E. I. Teak & English oak and \_\_\_\_\_ free from all defects. The Main piece of Windlass is do  
 The Stem, and Stern Post, consist of English oak The Transoms, Aprons, Knight Heads, and Hawse Timbers of do Deadwood, of English oak and are \_\_\_\_\_ free from all defects.

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is English Elm  
 or to the First Foothook Heads }  
 From the above named Height to the Light Water Mark P. Pine, E. I. Teak & English oak  
 From the Light Water Mark to the Wales E. I. Teak & English oak  
 The Wales and Black-strakes are do do The Topsides E. I. Teak & English oak  
 The Sheer-strakes and Plank-sheers do do The Water-ways { Upper Deck do do  
 Lower Deck \_\_\_\_\_  
 The Decks Yellow Pine State of very good  
 The Shifts of the Planking are not less than 5 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 English oak  
 The Ceiling, Lower Hold, and between Decks E. I. Teak & do Shelf Pieces and Clamps English oak.  
**Fastenings.**—To Hold Beams double lodging Iron knees and 9 hanging knees on each side.

Deck Beams Shelf pieces and hanging knee to each beam, and staple lodging knees in the mast rooms.  
 Number of Breasthooks 4 Pointers an elliptic stem Crutches 3  
 Butts End Bolts are of yellow metal in the Bottom, and a Bolt in each Butt End through and clenched.  
 Bilge and Limber Strakes same bolted through and clenched. Treenails of English oak How Made Engine turned  
 Thickstuff over Double Floors \_\_\_\_\_ bolted through and clenched. General Quality of Workmanship very good  
 We certify that the above is a correct description of the several particulars therein given  
 Builder's Signature \_\_\_\_\_ Surveyor's Signature James Wood

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> .	Weight.
2	Fore Sails,	Chain Hawser	60	3/4	Bower, .....	
1	Fore Top Sails,	Chain .....	200	1 1/16		
2	Fore Topmast Stay Sails,	Hempen Stream Cable .....	90	7	Stream, .....	
1	Main Sails,	Hawser .....	90	5		
2	Main Top Sails,	Towlines .....	75	4	Kedge, .....	
and <u>rips all new</u>		Warp .....	75	3 1/2		
		All of <u>good</u> quality.				

Her Standing <sup>and</sup> Running Rigging Hemp sufficient in size and good in quality.

She has one Long Boat and two others

The present state of the Windlass is potent Capstan double wind Rudder good Pumps 2 Metal

**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 19<sup>th</sup> December 1836
  - 2nd. When the Beams are put in, &c. 21<sup>st</sup> March 1857
  - 3rd. { When completed, and before the plank be painted or payed } 19<sup>th</sup> May. 1857. and frequently during the building

*This vessel has been under special survey. Is well built, fastened, and finished, and all the outside planking fastened with treenails and yellow metal bolts, in accordance with the Rules, section 46, and the materials are of the best quality. The heels of the cant timbers against the fore and after deadwood are bolted through and clenched with yellow metal. The chain cables have sustained a tension of 27 1/2 tons*

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

If Sheathed, Doubled, Felted, or Coppered Ym over felt When last done June 1857

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

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

Special .....£ 17 : 10 : -

Certificate .....£ : : requested

Committee's Minute 26<sup>th</sup> June 1857

Character assigned B 1 for 13 Years

