

No. 2223 Survey held at Bristol Date 14<sup>th</sup> June Year 1858  
 on the Ship "Sumore" Master Henry Kennedy  
 Tonnage Old 500 Built at Bristol When built 1858 Launched 13<sup>th</sup> May  
 By whom built J. W. Green Owners Cavan Brothers  
 Port belonging to London Destined Voyage Barbadoes  
 If Surveyed while Building, Afloat, or in Dry Dock During the building

2223

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	1	0	1	0		30	3	0	19		1			
<b>Scantlings of Timber.</b>														
TIMBER AND SPACE	30	30	12 3/4	13 1/4	12 3/4	13 1/4	11	11 1/4	10 1/4	9	9 1/4	10	10	9 1/4
Floors	12 3/4	13 1/4	12 3/4	13 1/4	12 3/4	13 1/4	11	11 1/4	10 1/4	9	9 1/4	10	10	9 1/4
1 <sup>st</sup> Foothooks	11	11 1/4	11	11 1/4	11	11 1/4	10	10 1/4	10	10	10 1/4	10	10 1/4	10
2 <sup>nd</sup> Ditto	10	10 1/4	10	10 1/4	10	10 1/4	9	9 1/4	9	9 1/4	9	9 1/4	9 1/4	9 1/4
3 <sup>rd</sup> Ditto	9	9 1/4	9	9 1/4	9	9 1/4	8	8 1/4	8	8 1/4	8	8 1/4	8 1/4	8 1/4
Top Timbers	9	9 1/4	9	9 1/4	9	9 1/4	8	8 1/4	8	8 1/4	8	8 1/4	8 1/4	8 1/4
Deck Beams } N <sup>o</sup> 26 Average Space } 4ft 2 in	10	10	10	10	10	10	9	9 1/4	9	9 1/4	9	9 1/4	9 1/4	9 1/4
Deck Beams, length amidships	28ft 2 inches													
Hold Beams } N <sup>o</sup> 25 Average Space } 4ft	13	13	13	13	13	13	12	12 1/4	12	12 1/4	12	12 1/4	12 1/4	12 1/4
Hold Beams, length amidships	27ft 6 inches													
Keel	13	14	14	14	14	14	13	13 1/4	13	13 1/4	13	13 1/4	13 1/4	13 1/4
Scarphs of Ditto	7ft													
Keelsons	15	16	16	16	16	16	14	14 1/4	14	14 1/4	14	14 1/4	14 1/4	14 1/4
Scarphs of Ditto	7ft													

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

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 5 Inches.  
 The Floors consist of 10 on the blocks and casted with Tar. The First Foothooks of casted with Tar Timber.  
 The Second Foothooks of not casted above the bilges. The Third Foothooks and Top Timbers of well squared and free from sap  
 The Shifts of the First and Second Foothooks are not less than 4ft 2 inches 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 free from sap

The alternate Frames are not 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 stated to be chocked with a Butt at each end of the chock. The Main piece of Rudder is Eng Oak

The Main Keelson is Greenheart and free from all defects. The Main piece of Windlass is Eng Oak  
 The Stem, and Stern Post, consist of English Oak. The Transoms, Aprons, Knight Heads, and Hawse Timbers of 80 Deadwood, of English Oak & Elm and are casted with Tar free from all defects.  
 The Deck and Hold Beams consist of Eng Oak & E. Teak. The Breasthooks of Eng Oak. The Knees of Eng Oak & Iron

**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 English Oak and Pitch Pine  
 From the Light Water Mark to the Wales 80  
 The Wales and Black-strakes are 80  
 The Sheer-strakes and Plank-sheers English Oak & E. Teak  
 The Decks Yellow Pine  
 The Topsides English Oak  
 The Water-ways { Upper Deck 80 & E. Teak  
 Lower Deck 80  
 State of very 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 1/2 butted on between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are English Oak  
 The Ceiling, Lower Hold, and between Decks 80 Shelf Pieces and Clamps English Oak

**Fastenings.**—To Hold Beams Staple Iron Knees and 11 hanging Knees on each side  
 Deck Beams double lodging and locking Knees and 12 hanging Knees on each side

Number of Breasthooks 5 Pointers 2 Crutches 3  
 Butts End Bolts are of yellow metal in the Bottom, and 2 Bolt in each Butt End through and clenched.  
 Bilge and Limber Strakes same bolted through and clenched. Treenails of English Oak How Made English turned  
 Thickstuff over Double Floors same 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 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,	270	1 1/2	Bower, .....	3 25.0.8 24.0.20 23.3.1
2	Fore Top Sails,	90	8 1/2		
2	Fore Topmast Stay Sails,	90	6	Stream, .....	1 9.0.7
1	Main Sails,				
2	Main Top Sails,	90	5	Kedge, .....	2 4.2.4 1.2.0
and <u>the</u> all new		All of _____ quality.			

Her Standing and Running Rigging Hemp, stays true sufficient in size and good in quality.

She has one Long Boat and two others

The present state of the Windlass is patent Capstan & knicks Rudder good Pumps 2 main & 2 bilge

**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	
	25 <sup>th</sup> August	1857
	11 <sup>th</sup> Decr	1858
	3rd. { When completed, and before the plank be painted or payed }	12 May - and frequently during the building

I believe this vessel to be thoroughly yellow metal fastened in accordance with the Rules section 46. except the cant heel bolts which are of Iron. The deck being laid before the upper deck knees were fitted, the beam arms are bolted through the deck with yellow metal. The shifting of the planks are in several instances in the midship body, two between butted on the next timber - below the holes on the Port side there is one with two between on the same timber, and one in the starboard top side in midships one with two between. The bolts in the upper deck clamps are mostly in every third timber. There is a piece of I. J. Teak of 6 inches bolted on to the after part of the stern Post by way of compensation for its deficiency.

With reference to the floors and first footboards they may be as good as the other part of the frame, but I could not recommend that which I have not seen, and beg leave to refer to my letter of the 27<sup>th</sup> February last, respecting this vessel. She was stated to be below 450 tons, and is now about 100 tons larger. I have therefore to submit the case to the favorable consideration of the committee. I have taken her scantling at 550 tons.

The apron objected to, was replaced with good timber.

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

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

I am of opinion this Vessel should be Classed \_\_\_\_\_

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

Special .....£ : : :

Certificate ....£ : 5 : :

Committee's Minute 27<sup>th</sup> June 1858

Character assigned 1<sup>st</sup> class for 9 Years

To be caused to  
10 x 1, if the heels of  
cant timbers be through  
fastened with copper or y. nails