

No. 2725 Survey held at Perth Date 7<sup>th</sup> March 1860  
on the Schooner Susan Hendry Master D Anderson  
Tonnage Old Built at Perth When built 1860 Launched 7/3/60  
By whom built Perth Ship Co Owners J Hendry  
Port belonging to London Destined Voyage London  
If Surveyed while Building, Afloat, or in Dry Dock Building

Feet.		Inches.		Feet.		Inches.		Feet.		Inches.					
Length aloft		8 1/4		Extreme Breadth Outside		21 1/1		Depth of Hold		11 6/6					
Scantlings of Timber.				Thickness of Plank.											
IN SHIP.				REQUIRED PER RULE.				INCHES.							
Sided.				Sided.				In Ship.							
Middle. Ends.				Middle. Ends.				Outside. Inside.							
TIMBER AND SPACE				21 3/8				Garboard Strakes				2 1/2 2 1/2			
Floors				7 1/2 x 8 1/2				Garboard to Bilge				2 1/2 5 0			
1st Foothooks				7 1/4				Bilge Planks				3 3/4 5 0			
2nd Ditto				7 1/4				Bilge to Wales				2 3/4 5 0			
3rd Ditto				7 1/2				Wales				3 3/4 3 1/2			
Top Timbers				7				Topsides				2 3/4 2 1/2			
Deck Beams				N 10				Sheer Strakes				2 5/8 2 1/2			
Deck Beams, length amidships				19 1/2				Plank Sheers				2 5/8 2 1/2			
Hold Beams				N 3				Water Upper Deck				10 x 7 1/2			
Hold Beams, length amidships				19 1/4				Ways Lower Deck				4 3/4 4 1/2			
Keel				10				Ditto, faying surface				4 3/4 4 1/2			
Scarp of Ditto				5 1/2				Upper Deck				2 1/2 2 1/2			
Keelsons				11											
Scarp of Ditto				5 1/2											
Fastenings distinguishing whether Copper or Iron: also of Treenails.												Copper		Inches.	

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

	<del>Copper</del> Iron. Inches in Ship.	Inches required per Rule		<del>Copper</del> Iron. Inches in Ship.	Inches required per Rule		<del>Copper</del> Iron. Inches in Ship.	Inches required per Rule		In Ship.	per Rule
Heel-Knee, and Deadwood abaft	1	15/16	Transoms and throats of Hooks ..	1	15/16	Hold Beam Bolts in	Knees ..				
Scarp of Keel.....N <sup>o</sup> . 7 4m	4 = 5/8	16 = 3/4		Arms of Hooks .....	1 3/8 = 3/4			3/4	Shelf or Clamp	Waterway ..	4/8 = 3/4
Keelson Bolts through Keel at each Floor .....	3 = 3/4	6 = 3/4	Bolts thro' Bilge & Limber Strakes, } or Thickstuff over Double Floors }	3/4	5/8	Deck Beam Bolts in	Knees .....	13/16 = 3/4			3/4 = 11/16
Bolts through Heels of Timbers against Deadwood .....	15/16 = 1	13/16						Butt End Bolts .....	4m	5/8	Shelf or Clamp
	3/4	~	Pintles of the Rudder .....	2 1/2	2	Treenails .....Inches		nail 1 1/4	1	1	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2<sup>1</sup>/<sub>2</sub> - 3<sup>1</sup>/<sub>2</sub> Inches. The Space between the Top-Timbers is 2<sup>1</sup>/<sub>2</sub> - 3<sup>1</sup>/<sub>2</sub> Inches.

The Floors consist of Scotch Oak & 3 Butt Oak The First Foothooks of Butt Oak & Ger Oak & Larch  
The Second Foothooks of Butt Oak & Larch The Third Foothooks and Top Timbers of Butt Oak & Ger Oak & Larch

The Shifts of the First and Second Foothooks are not less than 2<sup>1</sup>/<sub>2</sub> ft to 3<sup>1</sup>/<sub>2</sub> ft N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are

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

The alternate Frames are each bolted together to the Gunwale. ship built in frame N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1<sup>1</sup>/<sub>2</sub> up of the entire moulding at that place.

The Frame is cross chocked with no Butt at each end of the chock. The Main piece of Rudder is Butt Oak

The Main Keelson is Pitch Pine and free from all defects. The Main piece of Windlass is Butt Oak

The Stem, and Stern Post, consist of British Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of British Oak Deadwood, of Butt Oak and are free from all defects.

The Deck and Hold Beams consist of Larch Butt Oak & Ger Oak The Breasthooks of Butt Oak & Iron The Knees of Iron & Butt Oak

**Planking Outside.**—From the Keel to the Height defined in Note to Table A the Plank is Am Elm, Oak, Black Birch

From the above named Height to the Light Water Mark Bech Red Pine & Larch

From the Light Water Mark to the Wales Red Pine & Larch

The Wales and Black-strakes are Ger Oak & 2 Hoops Larch The Topsides Red & Pitch Pine Larch & Can Oak

The Sheer-strakes and Plank-sheers German Oak The Water-ways { Upper Deck Red Pine

The Decks Yellow Pine State of Good Lower Deck

The Shifts of the Planking are not less than 5 Feet 3<sup>1</sup>/<sub>2</sub> 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 thru between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are German Oak

The Ceiling, Lower Hold, and between Decks Red & Pitch Pine & Larch Shelf Pieces and Clamps Red Pine & Larch

**Fastenings.**—To Hold Beams 1 pair Solid Iron Nails to each end of 3 mid Beams 1 pair Single Solid Iron Nails of Larch to Breast Beams of Cabin & fore-castle

Deck Beams 1 pair Solid Iron Nails & double Solid Iron Nails of Butt Oak

Number of Breasthooks 3 for 3 aft Pointers 3 pair under Hooks for Crutches

Butts End Bolts are of Solid Met in the Bottom, and one Bolt in each Butt End through and clenched. one short

Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Butt Oak How Made engine turned

Thickstuff over Double Floors Iron 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 James Wallace Mr Partner Surveyor's Signature Thomas Alexander

DUN104-0167



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.
/	Fore Sails,		Chain .....	75	1 1/2		
/	Fore Top Sails,		<del>Moor</del> Chain .....	140	3/8	2	9.0.0
/	Fore Topmast Stay Sails,		Hempen Stream Cable .....	60	7		8.2.22
/	Main Sails, & <del>Toppail</del>		Hawser .....	70	5	1	2.2.11
/	<del>Top</del> Main Top Sails,		Towlines .....	70	4		
	and other sails reg <sup>d</sup>		Warp .....	70	3	1	1.1.7
			All of <u>Good</u> quality.				

Her Standing and Running Rigging are Hemp sufficient in size and \_\_\_\_\_ in quality.

She has one 16 1/2 ft Long Boat and one other boat

The present state of the Windlass is Good Capstan Good Rudder Good Pumps 2 Metal Good

General Remarks and Statement and Date of Repairs, if any.

64  
DATES of Surveys held while building, as per Section 35.  
1st. When the Frame is completed 22<sup>nd</sup> October  
2nd. When the Beams are put in, &c. 14<sup>th</sup> Nov<sup>r</sup>  
3rd. { When completed, and before the } 1<sup>st</sup> February  
      { plank be painted or payed }

A vessel with a frame of good quality & for the class proposed is flush decked with square stem formed without transom stem & Counter timbers filling in against after Cant and secured with Hooks like fore end of ship  
Has been specially surveyed while building under sanction of Order No 64

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

If Sheathed, Doubled, Felted, or Coppered single bottom When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 7A1

The Amount of the Fee.....£ 2 : " : " is received by me,

*Manly*

Special .....£ 6 : 8 : 0

Certificate .....£ 8 : 8 : 0

Committee's Minute 13<sup>th</sup> March 1860

Character assigned 1 for 7 Years

Certificate requested to be forwarded to the care of Mr J. P. Ballow Chamberlain  
*W. J. P. Ballow*



© 2019

Lloyd's Register Foundation