

No. 154 Survey held at  
 on the *Barque "Sea"*  
 Tonnage under Tonnage Deck 393  
 Ditto of Spar Deck, or Awning Deck  
 Ditto of Poop, or Raised Or. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage 437  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Register Tonnage, as a Steamer, }  
 cut on the Beam . . . . . }

Official Number 415

HAM 1116 - 0027 1/2

Length as per section 39 . . . .  
 Length of Keel . . . . .

**Scantlings of Timber**

TIMBER AND SPACE . . . . .  
 Floors . . . . .  
 1<sup>st</sup> Foothooks . . . . .  
 2<sup>nd</sup> Ditto . . . . .  
 3<sup>rd</sup> Ditto . . . . .  
 Top Timbers . . . . .  
 Deck } N<sup>o</sup> 24 Average }  
 Beams } space }  
 Deck Beams, length and  
 Hold } N<sup>o</sup> 14 Average }  
 Beams } space }  
 Hold Beams, length and  
 Keel . . . . .  
 Scarphs of Ditto . . . . .  
 Keelsons . . . . .  
 Scarphs of Ditto . . . . .

**Size of Bolts**

Heel-Knee, & Deadwood  
 Scarphs of Keel, N<sup>o</sup> 2  
 Keelson Bolts through Keel  
 at each Floor . . . . .  
 Bolts thro' Heels of Timbers  
 against Deadwood . . . . .  
 Frame Bolts . . . . .

**Timbering.**—The Space between the Floor

The Floors consist of *German Oak*. The First Foothooks of *German Oak*  
 The Second Foothooks of *do*. The Third Foothooks and Top Timbers of *do*.  
 The Main Keelson is *do* and quite free from all defects. The Shifts of the First and Second Foothooks are not less than  
 The Transoms, Knightheads, Hawse Timbers, & Aprons of *Oak* ditto. N.B. When less than prescribed by the Rule, state how many.  
 Deadwood, of *German Oak* and " " ditto. The rest of the Shifts of the Frame are  
 The Stem, and Stern Post of *German Oak* " " ditto. The Frame is squared from First Foothook Heads upwards,  
 The Deck and Hold Beams of *German Oak* " " ditto. and free from sap, and from thence downwards, the frame is  
 The Breasthooks of *German Oak*. The Frames are bolted together to the Gunwale.  
 The Knees of *Iron* The Keel of *Beech*. N.B. If not, state how bolted  
 The Main piece of Rudder of *German Oak* of Windlass of *English Oak*. The Butts of the Timbers are not close together; their thickness not  
 less than of the entire moulding at that place.  
 The Frame is chocked with Butt at each end of the chock.

**Planking Outside.**—From the Keel to the Height defined in Note to Table A

or to the First Foothook Heads } the Plank is *Beech and American Elm*  
 From the above named Height to the Light Water Mark *Beech and American Elm*  
 From the Light Water Mark to the Wales *Oak*  
 The Wales and Black-strakes *Pitch-pine* The Topsides & Sheer-strakes *German Oak*  
 The Spirketting and Plank-sheers of *German Oak & Pitch-pine* The Water-ways { Upper Deck *do*  
 Lower Deck *do*  
 The Decks of *Baltic Pine* State of *good*.  
 The Shifts of the Planking are not less than 7 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 between, and without step-butting.

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

of *German Oak*. Shelf Pieces and Clamps of *German Oak*

**Fastenings.**—To Hold Beams by *Iron beam straps, 3 x 3/4"*, by *Sagger knees 1 2/16 x 3 10/16"* and  
 by *iron vertical riders 2 3/16 x 4* (placed to each beam) reaching below the bilges

Deck Beams by *iron beam straps 3 x 3/4"*, by *Sagger knees 1 2/16 x 3 10/16"* and by *iron*  
*vertical riders 2 3/16 x 4* (placed to each beam), ~~reaching~~ *Besides there are in*  
*the middle of the ship on each side a vertical knee, reaching from the upper deck-*  
*beams to below the bilges.*  
 Number of Breasthooks *two* Pointers *two* Crutches *two*

Butt End Bolts are of *metal* in the Bottom Bolts in each Butt End through and clenched.  
 Bilge and Limber Strakes bolted through and clenched. Treenails of *German Oak* How Made *firm*  
 Thickstuff over Double Floors 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 *Ermit Lauderbach*

| Weight of Stock. | Test as per Certificate. | Weight req'd per Rule. | Test req'd per Rule. |
|------------------|--------------------------|------------------------|----------------------|
|------------------|--------------------------|------------------------|----------------------|

(Patent)  
16.00 7/1.

and a Life boat and another (one)

coming on board?

4 1/2.

4 1/2.

8.

Short Quarter

up to 16'9"

to Section 55

Classed 5 years A1 and

6 years A1.

Present condition of Caulking of Bottom \_\_\_\_\_ Deck, \_\_\_\_\_ and Waterways \_\_\_\_\_

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled \_\_\_\_\_ When last done \_\_\_\_\_

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

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

Travelling Expenses, Special.....£ : : :

(if any) £. \_\_\_\_\_ Certificate..... : : :

Committee's Minute \_\_\_\_\_ 18 \_\_\_\_\_

Character assigned \_\_\_\_\_

