

No. 437 Survey held at Nells Date August 10th 1858
 on the "Priscilla" Master Sturley
 Tonnage Old Built at Nells When built 1858 Launched 13 July
 By whom built H. Syrell Owners Bullard & Co
 Port belonging to London Destined Voyage London
 Surveyed while Building, Afloat, or in Dry Dock While building (periodically)

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.		
	115					23		3			12		8		
Scantlings of Timber.															
TIMBER AND SPACE	24 inches				2 1/2				2 1/2				3 1/2		
Floors	10 1/4	8 3/4	14 1/2	9	8 3/4	7 1/4	Garboard Strakes		4 5/8	Limber Strakes		3 1/2	3 3/4		
1st Foothooks	9	7 1/4	9	9	7 1/4	Garboard to Bilge		3 1/4	Bilge Planks		4	3 1/2			
2nd Ditto	8 1/8	7	8	8	7	Bilge to Wales		4 1/2	Wales		4 1/2	4 1/4			
3rd Ditto	7 1/2	6 1/2	7 1/4	7 1/4	6 1/4	Topsides		3 1/2	Sheer Strakes		3 1/2	3 1/4			
Top Timbers	7 1/4	6 1/2	5 1/4	5 1/4	5	Plank Sheers		3 1/4	Waterways Upper Deck		6 1/4 x 11	8 1/2 x 6 1/2			
Deck Beams	2 1/2 feet 4 inches				8 1/2				3 1/4				2 1/2		
Hold Beams	10 1/2				10 1/2				8 3/4				8 1/2		
Keel	12 1/2				16				20				5 feet		
Keelsons	13				12 1/4				15				13		
Keelson Bolts	1 1/8				1 1/16				1 1/8				1 1/16		
Keelson Bolts through Keel	1 1/8				1 1/16				1 1/8				1 1/16		
Keelson Bolts through Keel at each Floor	1 1/8				1 1/16				1 1/8				1 1/16		
Bolts through Heels of Timbers against Deadwood	1 1/8				1 1/16				1 1/8				1 1/16		

Heel-Knee, and Deadwood abaft	Copper		Transoms and throats of Hooks <th colspan="2">Copper</th> <th rowspan="2">Hold Beam Bolts in <th rowspan="2">Waterway <th rowspan="2">Knees <th rowspan="2">Shelf or Clamp </th></th></th></th>	Copper		Hold Beam Bolts in <th rowspan="2">Waterway <th rowspan="2">Knees <th rowspan="2">Shelf or Clamp </th></th></th>	Waterway <th rowspan="2">Knees <th rowspan="2">Shelf or Clamp </th></th>	Knees <th rowspan="2">Shelf or Clamp </th>	Shelf or Clamp
	Inches in Ship	Inches required per Rule		Inches in Ship	Inches required per Rule				
Heel-Knee, and Deadwood abaft	1 1/8	1 1/16	1	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/16
Scarp of Keel	1 1/8	1 1/16	1	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/16
Keelson Bolts through Keel at each Floor	1 1/8	1 1/16	1	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/16
Bolts through Heels of Timbers against Deadwood	1 1/8	1 1/16	1	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/16
Arms of Hooks	1 1/8	1 1/16	1	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/16
Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1 1/8	1 1/16	1	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/16
Butt End Bolts	1 1/8	1 1/16	1	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/16
Pintles of the Rudder	1 1/8	1 1/16	1	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/16
Waterways Lower Deck	6 1/4 x 11	8 1/2 x 6 1/2	3 1/4	2 1/2	3 1/4	2 1/2	3 1/4	2 1/2	3 1/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 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 English Oak The Third Foothooks and Top Timbers of English Oak
 The Shifts of the First and Second Foothooks are not less than 3 ft 4 in N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are 3 ft 4 inches
 The Frame is well squared from the First Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is well squared
 The alternate 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 cross chocked with a Butt at each end of the chock. The Main piece of Rudder is English Oak
 The Main Keelson is English Oak and is free from all defects. The Main piece of Windlass is English Oak
 The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and Hawse Timbers of English Oak Deadwood, of Elm, Beech, & Eng Oak and are all free from all defects.
 The Deck and Hold Beams consist of English Oak The Breasthooks of Eng. Oak & Iron The Knees of Iron & Eng. Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is American Elm & Eng. Beech
 or to the First Foothook Heads }
 From the above named Height to the Light Water Mark English Oak
 From the Light Water Mark to the Wales English Oak
 The Wales and Black-strakes are English Oak The Topsides English Oak
 The Sheer-strakes and Plank-sheers English Oak The Waterways { Upper Deck Pitch Pine & Eng Oak
 Lower Deck —
 The Decks Yellow Pine State of 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-buttling.

Planking Inside.—The Limber-strakes and Bilge-strakes are English Oak
 The Ceiling, Lower Hold, and between Decks English Oak Shelf Pieces and Clamps } English Oak
Fastenings.—To Hold Beams Iron lodging knees and six pairs of vertical Iron knees
 Deck Beams Shelf and Waterway five pairs of vertical knee riders and fourteen pairs of vertical Iron knees
 Number of Breasthooks 2 of Iron & 3 of Iron Pointers 1 pair of Iron Crutches one of Iron
 Butts End Bolts are of Yellow Metal the Bottom, and one Bolt in each Butt End through and clenched.
 Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made circular
 Thickstuff over Double Floors now 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 Henry S. Syrell Surveyor's Signature Thos. M. Mawson
 Lloyd's Register
 LON640-0169

Her Masts, Yards, &c. are in new condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.			
N ^o .				Fathoms.	Inches.	N ^o .	Weight.
	Fore Sails,	Chain				Bower,	
	Fore Top Sails,	Hempen Stream Cable				Stream,	
	Fore Topmast Stay Sails,	Hawser				Kedge,	
	Main Sails,	Towlines					
	Main Top Sails,	Warp					
	and	All of _____ quality.					

Her Standing and Running Rigging is sufficient in size and new in quality.

She has one Long Boat and one other boat

The present state of the Windlass is patent Capstan new Rudder good Pumps 2 of 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	2nd. When the Beams are put in, &c.	3rd. { When completed, and before the plank be painted or payed }
	<u>4th Feb^y 1858</u>	<u>12th May</u>	<u>12th " August</u>

This vessel has a house aft for the accommodation of the crew. She has a large pathway sixteen feet by eight feet well secured; and is eligible in my opinion to be classed as recommended below.

Present condition of Caulking of Bottom, _____ Deck, _____ and Waterways Good where tried
 If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 10 A

The Amount of the Fee.....£ 3 : - : - is received by me,
 Special£ 5 : 5 : - }
 Certificate£ : 5 : - }

Committee's Minute 14th September 1858

Character assigned 10 A

