

No. 24859 Survey held at London Date July 10th to Aug 26th 1862
 on the Brig "Sumner" Master Geo Phillips
 Tonnage Old New 346 4 3 Built at Bombay When built 1848 Launched
 By whom built By H.M. Government Owners Imp^l Lynch Bros
 Port belonging to London Destined Voyage Bussorah
 If Surveyed while Building, Afloat, or in Dry Dock Imp^l Wigram's Dry Dock & W. J. Duck

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	110					32					15			
Scantlings of Timber.														
TIMBER AND SPACE	26				34 1/2									
Floors	8 to 10				10 1/2	10 1/4	8 3/4							
1st Foothooks	8 to 10				9 1/4									
2nd Ditto	8 to 9				8 3/4									
3rd Ditto	8				8									
Top Timbers	7 1/2		6	7 1/4	5 1/4									
Deck Beams	N ^o 27 Average Space 3.9	10	8 1/2	8 1/2	9 1/4	9 1/4	7 3/4							
Deck Beams, length amidships	2.9:6													
Hold Beams	N ^o 20 Average Space 3.0	7	6 1/2	6 1/2	12 1/4	12 1/4	10 1/4							
Hold Beams, length amidships	2.7													
Keel		12	not seen		11 3/4	11 3/4								
Scarp of Ditto		not seen												
Keelsons		11	11		12 3/4	12 3/4								
Scarp of Ditto	not seen													

Thickness of Plank	INCHES.		Thickness of Plank	INCHES.	
	In Ship.	Required per Rule.		In Ship.	Required per Rule.
Garboard Strakes	not seen	3 1/4	Limber Strakes	5	3 1/2
Garboard to Bilge	3 1/2	3 1/4	Bilge Planks	not seen	3 1/2
Bilge Planks	3 1/2	3 1/4	Ceiling in Flat	not seen	2 3/4
Bilge to Wales	3 1/2	3 1/4	Ditto Bilge to Clamp	not seen	2 3/4
Wales	5	4 1/2	Hold Beam Clamps	3 1/2	3 1/2
Topsides	5 to 4	3 1/2	Deck Beam Ditto	3 1/2	2 3/4
Sheer Strakes	4	3 1/2	Ceiling 'twixt Decks	3 1/2	2 1/4
Plank Sheers	4	3 1/4	Hold Beam Shelves	7 1/2 x 12 1/2	9 1/4 x 10 1/4
Water-Ways	Upper Deck 14 x 8	9 1/4 x 7 3/4	Deck Beam Ditto	11 x 10	9 1/4 x 7 3/4
	Lower Deck 6 x 9	12 1/4 x 10 1/4			
Ditto, faying surface against Timbers	14				
Upper Deck	3 1/2 x 4				

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

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Dead'w'd abaft	1 1/4	—	1 1/8	Transoms and throats of Hooks	1 1/8	—	1
Scarp of Keel, N ^o not seen	—	7/8	—	Arms of Hooks	not seen	—	7/8
Keelson Bolts through Keel at each Floor	1 1/4	—	1	Thro' Bilge & Limber Strakes	3/4	—	3/4
Bolts thro' Heels of Timbers against Deadwood	not seen	—	3/4	Thickstuff over Double Floors	3/4	—	3/4
				Butt End Bolts	3/4	—	3/4
				Pintles of the Rudder	3 1/4	—	3 1/2

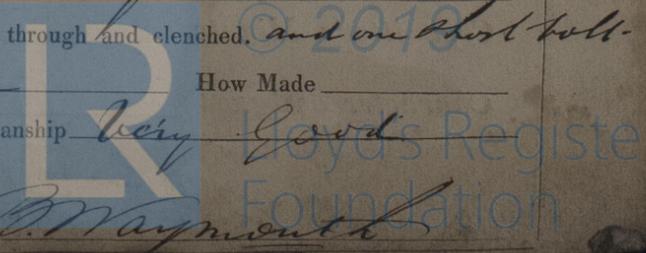
Timbering.—The Space between the Floor Timbers and Lower Foothooks is not seen Inches. The Space between the Top-Timbers is 5 1/2 Inches.
 The Floors consist of Seak. The First Foothooks of Seak
 The Second Foothooks of Seak. The Third Foothooks and Top Timbers of Seak
 The Shifts of the First and Second Foothooks are not less than seen. N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are not seen.
 The Frame is well squared from the First Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is good where seen.
 The alternate Frames are not seen bolted together to the Gunwale. N. B. If not, state how bolted.
 The Butts of the Timbers are not seen close together; their thickness not less than seen of the entire moulding at that place.
 The Frame is not seen chocked with not seen Butt at each end of the chock. The Main piece of Rudder is Seak of Windlass is E. Oak
 The Keel is Seak. The Main Keelson is Seak and is free from all defects.
 The Stem, and Stern Post of Seak. The Transoms, Knight Heads, Hawse Timbers, and Aprons of Seak. Deadwood, of Seak where seen and are quite free from all defects.
 The Deck and Hold Beams of Seak. The Breasthooks of Iron. The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Seak
 or to the First Foothook Heads }
 From the above named Height to the Light Water Mark Seak
 From the Light Water Mark to the Wales Seak
 The Wales and Black-strakes are Seak. The Topsides & Sheer-strakes Seak
 The Spirketting and Plank-sheers Seak. The Water-ways { Upper Deck Seak
 Lower Deck Seak
 The Decks Seak. State of Seak
 The Shifts of the Planking are not less than 3 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 three between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are Seak
 The Ceiling, Lower Hold, and between Decks Seak. Shelf Pieces and Clamps Seak
Fastenings.—To Hold Beams Shelf & Waterway and each Beam end through bolted

Deck Beams Shelf & Waterway and 19 pairs of Iron Down Knees see section.
 Number of Breasthooks four. Pointers none required. Crutches four
 Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched, and one Bolt in the
 Bilge and Limber Strakes are bolted through and clenched. Treenails of Iron How Made Seak
 Thickstuff over Double Floors are 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 W. J. Duck Surveyor's Signature P. W. Mayment

6700-979407



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

24859 LOW

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.		N ^o . Weight.
Two Sails	Fore Sails,	Chain	100 1 ³ / ₈	Bower,	1-21.1.0
	Fore Top Sails,	Hempen Stream Cable			1-21.2.0
	Fore Topmast Stay Sails,	Hawser	90 7	Stream,	1-18.2.0
	Main Sails,	Towlines	50 1 ¹ / ₂		
	Main Top Sails,	Warp		Kedge,	1 7.2.0
and		All of <u>good</u> quality.			

Her Standing and Running Rigging wire & Hemp sufficient in size and good in quality.

She has one Long Boat and two others

The present state of the Windlass is new Capstan good Rudder good Pumps Two of Brassys

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 } _____

She was built in Bombay, under a Shed, in H. M. Dock Yard, intended for a Gun Brig of War, was constructed under the Superintendance of Dr. Turner the present Master Shipwright of Woolwich Dock Yard, was designed by Sir William Symonds, has a great rise of floor, very like the Drivship section appended - is filled in solid between the timbers of the frame, from the light-water mark to the keel, as practised in the Government Service - is diagonally trussed in the Hold, and has iron plates inserted in the frame, arranged diagonally and six feet apart - the Hold Beams are much smaller than required by the Rules, but much closer together, plank has been taken out between the trusses in various places for the purpose of examining the frame, which proved quite satisfactory where ever seen. And altho in many respects her build does not accord with the Rules, upon the whole, we consider her stronger than if she had been built strictly by them - As far as we have been able to examine she is fastened with Copper bolts to the exclusion of either trenails or Iron, and having been built under a Shed as shown by a Certificate from Dr. Turner we beg respectfully to submit her Claims to the Committee for 15 years to be from 1848 - She has not been employed since she was built - Has had a poop House now fitted 27 feet long formed of Angled Iron and Oak Planking -

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on paper When last done now

Our opinion this Vessel should be Classed 15 Yrs 1

The Amount of the Fee £ 4 : - : - is received by me,
 Special £ 6 : 6 : -
 Certificate £ : 5 : -

B. W. Weymouth
 J. H. Ritchie

Committee's Minute 20th August 1852

Character assigned As for 15 years

