

No. 6023 Survey held at Shields.

Date February 26<sup>th</sup> 1855, <sup>Rec 5/3/55</sup> 6023

on the Barge Mary Russell Mitford Master Ralph Yorston

Tonnage 529<sup>513</sup>350 Built at Shields When built 1855.

By whom built J. Metcalf & Sons Owners Thos. Metcalf & Son.

Port belonging to Shields. - Destined Voyage Bombay.

If Surveyed Afloat or in Dry Dock On the Slip Launched Dec<sup>r</sup> 1854.

Length aloft	Feet. <u>126</u> Inches. <u>6/10</u>	Extreme Breadth	Feet. <u>26</u> Inches. <u>—</u>	Depth of Hold	Feet. <u>19</u> Inches. <u>4/10</u>	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>			
Room and Space	Inches. <u>28</u>	Inches. Middle <u>13 1/2</u> Inches. Ends <u>12 1/2</u>	<b>Outside.</b>	Inches.	<b>Inside.</b>	
Floors	sided <u>14</u>	Moulded <u>12 1/2</u>	Keel to Bilge	<u>4</u>	Limber Strakes	<u>4 1/4</u>
1 <sup>st</sup> Foothooks	<u>12</u>	<u>12 1/2</u>	Bilge Planks	<u>4</u>	Bilge Planks	<u>4 1/4</u>
2 <sup>nd</sup> Ditto	<u>10 3/4</u>	<u>10 3/4</u>	Bilge to Wales	<u>4</u>	Ceiling in Flat	<u>3</u>
3 <sup>rd</sup> Ditto	<u>10 3/4</u>	<u>10 3/4</u>	Wales	<u>5</u>	Ditto Bilge to Clamp	<u>3 1/2</u>
Top Timbers	<u>10 1/2</u>	<u>10 1/2</u>	Topsides	<u>4</u>	Hold Beam Clamps	<u>5</u>
Deck Beams N <sup>o</sup> <u>24</u> Average Space } <u>4 ft 6 in H-y</u>	<u>9 3/4</u>	<u>9 3/4</u>	Sheer Strakes	<u>4</u>	Deck Beam Ditto	<u>4</u>
Hold Beams N <sup>o</sup> <u>20</u> Average Space } <u>4 ft 6 in H-y</u>	<u>12 1/2</u>	<u>12 1/2</u>	Plank Sheers	<u>4</u>	Ceiling 'twixt Decks	<u>2 3/4</u>
Keel	<u>14</u>	<u>15 1/2</u>	Water-Ways	<u>8</u>	Hold Beam Shelves <u>Clamp</u>	<u>5</u>
Kelsons	<u>15 3/4</u>	<u>17 1/2</u>	Upper Deck	<u>3 1/2</u>	Deck Beam Ditto	<u>4</u>
<b>Size of Bolts in Fastenings, distinguishing whether</b>			<b>Iron.</b>			
Heel-Knee, and Dead Wood abaft	<u>Yellow Metal 1 1/4</u>	<b>Copper or Iron.</b>	Inches.			
Scarphs of Keel	N <sup>o</sup> <u>8</u>	Bolts thro' the Bilge and Limber Strakes	<u>7/8</u>	Hold Beam	<u>1 1/8</u>	
Floor Timber Bolts	<u>1 1/8</u>	Butt End Bolts	<u>1 1/8</u>	Deck Beam	<u>1 1/8</u>	
Kelson ditto	<u>1 1/8</u>	Lower Pintle of the Rudder	<u>3</u>			
Transoms and throats of Hooks	<u>Iron 1 1/4</u>	<u>From the Wales all of yellow Metal.</u>				
Arms of Hooks	<u>Iron 1 1/8</u>					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of Eng<sup>h</sup> Oak. the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng<sup>h</sup> Oak. and are — free from all defects. The Floors and first Foothooks are composed of English & Foreign White Oak. Timber. The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Sufficient

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

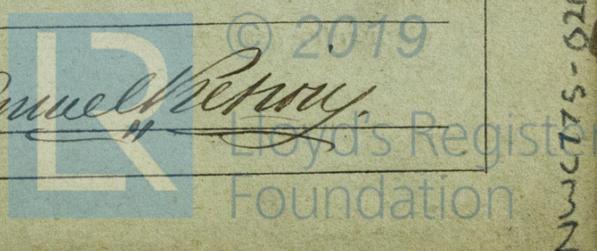
The alternate Frames are — bolted together. N. B. If not, state how bolted. The Butts of the Timbers are — close together; their thickness not less than 1/3<sup>rd</sup> of the entire moulding at that place. The Frame is — chocked with a Butt at each end of the chock. The Main Kelson is composed of Foreign White Oak and the False Kelson of Foreign White Oak The Scarphs of the Kelsons are not less than 6 feet 6 inches. The Deck and Hold Beams are composed of Foreign White Oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Foreign White Oak & Rock Elm From the first Foothook Heads to the Light Water Mark of Foreign White Oak From the Light Water Mark to the Wales of Danzick Oak The Wales and Black-strakes are of Foreign White Oak The Topsides of Danzick Oak. The Sheer-strakes and Plank-sheers of Danzick Oak The Water-ways of Red Pine The Decks of Yellow Pine fastened with Yel Metal State of them new and efficiently 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 strakes between

**Planking Inside.**—The Limber-strakes are composed of Foreign White Oak the Bilge Planks of Foreign White Oak The Ceiling, Lower Hold, of Foreign White Oak Between Decks of Danzick Oak Shelf Pieces of Clamps of Danzick Oak Clamps of Danzick Oak.

**Fastenings.**—To Hold Beams Iron Lodging Knees through hold, with 9 Pairs of long Rider Knees and well bolted with 8 through bolts. Deck Beams Iron Lodging Knees (Staple) throughout. 8 Pairs of Staple Standards, and 10 pairs of Iron Vertical Knees and all well bolted. Number of Breasthooks 7 of Iron 10 of Oak Pointers one Pair Crutches one of Iron Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak & Eng<sup>n</sup> turned General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel,  
 Builder's Signature \_\_\_\_\_ Surveyor's Signature Samuel Penny



5170-5227-0216

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> .
2	Fore Sails,	270	Chain .....	1 5/8	3
2	Fore Top Sails,	75	<del>Hawser</del> Chain .....	1	1
2	Fore Topmast Stay Sails,	90	Hempen Stream Cable .....	8 1/2	1
1	Main Sails,	90	Hawser .....	7	
2	Main Top Sails,	90	Towlines .....	6	
and <u>well found</u>		All of <u>best</u> quality.			

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

She has a Long Boat and skiff & gig.

The present state of the Windlas is effick Capstan Double and Rudder effick Pumps efficiently  
Patent Winch

**General Remarks—Statement and Date of Repairs.**

*This Vessel has been built under  
 Special Survey Per Order No. 90.*

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

I am of opinion this Vessel should be Classed S. A. 1.

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

man Special .....£ 26. 9 : "

Certificate (if required) .....£ " : " : "

*Please to find one here*  
 Committee's Minute 6<sup>th</sup> March 1855

Character assigned △ 1<sup>st</sup> & 2<sup>nd</sup> Class

*Samuel P. [Signature]*  
*[Signature]*

