

13 No. 6843 Survey held at Shields Date March 25th 1857
on the Ship "Surrey" Master Thomas Gieves
Tonnage New 1089 1/2 Built at Shields When built 1857 Launched Feb 12th
By whom built George Marshall Owners George Marshall
Port belonging to London Destined Voyage China
If Surveyed while Building, Afloat, or in Dry Dock While building and afloat

| Length aloft | Feet. | | Inches. | | Extreme Breadth Outside | | Feet. | | Inches. | | Depth of Hold | | Feet. | | Inches. | |
|------------------------------|--------|---------|---------|---------|-------------------------|---------|-------|---------|---------|---------|---------------|---------|-------|---------|---------|---------|
| | Feet. | Inches. | Feet. | Inches. | Feet. | Inches. | Feet. | Inches. | Feet. | Inches. | Feet. | Inches. | Feet. | Inches. | Feet. | Inches. |
| Length aloft | 191 | | | | 37 | | | | | | 22 | | | | 7 | |
| Thickness of Plank. | | | | | | | | | | | | | | | | |
| Scantlings of Timber. | | | | | | | | | | | | | | | | |
| TIMBER AND SPACE | | | | | | | | | | | | | | | | |
| Floors | 15 | 14 1/2 | 14 1/2 | 13 1/2 | 14 1/2 | 13 1/4 | | | | | | | | | | |
| 1st Foothooks | 14 | 13 1/4 | 13 1/4 | 13 1/2 | 13 1/4 | 12 1/4 | | | | | | | | | | |
| 2nd Ditto | 12 1/2 | 12 1/4 | 12 1/2 | 12 | 12 1/4 | 11 1/4 | | | | | | | | | | |
| 3rd Ditto | 11 1/2 | 11 1/4 | 11 1/4 | 8 | 11 1/4 | 7 1/4 | | | | | | | | | | |
| Top Timbers | 11 | 10 | 9 1/2 | 8 | 9 1/4 | 7 1/4 | | | | | | | | | | |
| Deck Beams | 11 | 10 | 10 1/2 | 8 1/2 | 10 | 8 1/2 | | | | | | | | | | |
| Deck Beams, length amidships | 34 1/2 | | | | | | | | | | | | | | | |
| Hold Beams | 14 1/2 | 14 | 14 1/2 | 12 | 14 | 11 1/4 | | | | | | | | | | |
| Hold Beams, length amidships | 34 1/2 | 2 | | | | | | | | | | | | | | |
| Keel | 15 | 15 1/2 | 18 | 18 | 15 1/2 | 15 1/2 | | | | | | | | | | |
| Scarp of Ditto | 8 1/2 | 7 1/2 | 6 | | | | | | | | | | | | | |
| Keelsons | 18 1/2 | 16 1/2 | 14 1/2 | 14 1/2 | 16 1/2 | 16 1/2 | | | | | | | | | | |
| Scarp of Ditto | 7 1/2 | 4 | | | | | | | | | | | | | | |

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

| Heel-Knee, and Deadwood abaft | Copper | | Inches | | Transoms and throats of Hooks | Copper | | Inches | | Hold Beam Bolts in | Copper | | Inches | |
|---|--------|----------|--------|----------|--|--------|----------|--------|----------|--------------------------------|--------|----------|--------|----------|
| | Inches | per Rule | Inches | per Rule | | Inches | per Rule | Inches | per Rule | | Inches | per Rule | Inches | per Rule |
| Heel-Knee, and Deadwood abaft | 1 3/8 | | 1 3/8 | | Transoms and throats of Hooks | 1 1/4 | | 1 1/4 | | Waterway | 1 3/8 | | 1 3/8 | |
| Scarp of Keel | 1 3/8 | | 1 3/8 | | Arms of Hooks | 1 3/8 | | 1 3/8 | | Knees | 1 3/8 | | 1 3/8 | |
| Keelson Bolts through Keel at each Floor | 1 3/8 | | 1 3/8 | | Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors | 1 | | 1 1/2 | | Shelf or Clamp | 1 3/8 | | 1 3/8 | |
| Bolts through Heels of Timbers against Deadwood | 7/8 | | | | Butt End Bolts | 1 3/8 | | 1 1/2 | | Waterway | 1 1/2 | | 1 1/2 | |
| | | | | | Pintles of the Rudder | 3/2 | | 3 1/2 | | Knees | 1 1/2 | | 1 1/2 | |
| | | | | | | | | | | Shelf or Clamp | 1 1/2 | | 1 1/2 | |
| | | | | | | | | | | Nails or Bolts in Flat of Deck | 8 | | | |
| | | | | | | | | | | Treenails | 1 3/8 | | 1 3/8 | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1/2 Inches. The Space between the Top-Timbers is 6 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 5ft 3" N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are properly shifted

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 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 well checked with a Butt at each end of the chock. The Main piece of Rudder is of Iron Bark

The Main Keelson is of Iron Bark and is free from all defects. The Main piece of Windlass is of Iron Bark

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

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

The Deck and Hold Beams consist of Iron Bark & Greenheart The Breasthooks of English Oak The Knees of English Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is of American Elm & Foreign Oak

From the above named Height to the Light Water Mark Foreign Oak

From the Light Water Mark to the Wales Teak & Greenheart

The Wales and Black-strakes are Teak The Topsides Teak

The Sheer-strakes and Plank-sheers Teak The Water-ways Upper Deck Teak

The Decks of Pitch Pine Imported Danish Oak Lower Deck Greenheart & Meru

The Shifts of the Planking are not less than 5 Feet Inches. State of Good

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-buttling.

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

The Ceiling, Lower Hold, and between Decks Greenheart & Teak Shelf Pieces and Clamps Greenheart & Teak

Fastenings.—To Hold Beams 21 pairs of Iron Hanging Knees; 3 pairs of Rider Knees and 11 pairs of Riders coming down and bolted through Floors and 3 pairs of Wooden Lodging Knees

Deck Beams 28 pairs of Iron hanging Knees and 2 pairs of Wooden Lodging Knees

Number of Breasthooks 7 of Iron Pointers 1 pair aft Crutches 4 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 How Made Turned

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 William Miller Surveyor's Signature John Maxwell

NW0775-0326

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

| She has SAILS. | | | CABLES, &c. | | ANCHORS, and their weights. | | |
|---------------------------|--------------------------|-----------------------------|-------------|------------------|-----------------------------|------------------|---------|
| N ^o . | | | | Fathoms. Inches. | | N ^o . | Weight. |
| 2 | Fore Sails, | Chain | 300 | 17/8 | Bower, | 3 | 44-3- |
| 2 | Fore Top Sails, | Hempen Stream Cable | 80 | 9- | | | 42-3-5 |
| 2 | Fore Topmast Stay Sails, | Hawser <u>chain</u> | 100 | 1/8 | Stream, | 1 | 42-2-10 |
| 2 | Main Sails, | Towlines | 80 | 6 1/2 | | | 11- |
| 2 | Main Top Sails, | Warp | 80 | 6 1/2 | Kedge, | 2 | 3-2- |
| and other requisite Sails | | All of <u>good</u> quality. | | | | | 3- |

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

She has one 25ft Long Boat and two cutters of 23 x 21ft; two Life Boats of 26 x 24ft & a 26ft gig

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.

| | | |
|--|---|------------------------------|
| DATES of Surveys held while building, as per Section 35. | 1st. When the Frame is completed | <u>Feb^y 1856</u> |
| | 2nd. When the Beams are put in, &c. | <u>May 1856</u> |
| | 3rd. { When completed, and before the plank be painted or payed } | <u>Sept^r 1856</u> |

This vessel has been built under Special Survey, as per order No 187. Has a Poop of 12 Beams secured with Iron straps over the Timber heads also with 7 pairs of Iron hanging knees; a Forecastle of 8 Beams with Iron Straps and 4 pairs of Iron hanging knees — Has thick garboards of American Rock Elm bolted to each other and through the Keel. The Frame is diagonally secured by the introduction of Iron plates 5/8 x 7/8 let in and bolted to the Timbers. Has a Lower Deck laid. Is entitled to receive an additional year, being entirely fastened with Yellow Metal as per Rule Sec. 46. Testing certificates of cables produced.

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

If Sheathed, Doubled, Felted, or Y Metal over paper When last done Feb^y 1857

I am of opinion this Vessel should be Classed B. A.

The Amount of the Fee.....£ 5: 0: 0 is received by me, John Maxwell

Special£ 54: 9: 0 } 27/3/57

Certificate£ - : - : -

Committee's Minute 27 March 1857

Character assigned 1 for 13 Years



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