

No. 122 Survey held at Sandwich Date Jan 23 1857
on the "Pride" Master John Fordage
Old 102 Built at Sandwich When built 1857
New 59 46 Launched October
By whom built Messrs Road Brothers Owners Messrs Fordage & Co
Port belonging to London Destined Voyage Dundee
Surveyed while Building, Afloat, or in Dry Dock On building ship

Length aloft	Feet.		Inches.		Extreme Breadth Outside						Feet.		Inches.		Depth of Hold		Feet.		Inches.	
	Inches.	Required	Inches.	Required	Inches.	Required	Inches.	Required	Inches.	Required	Inches.	Required	Inches.	Required	Inches.	Required	Inches.	Required	Inches.	Required
Scantlings of Timber.																				
TIMBER AND SPACE	19	19	8	8	1/2	6 1/2														
Floors	1/2	1/2	8	8	1/2	6 1/2														
1st Foothooks	6 1/2	6 1/2	8	8	1/2	6 1/2														
2nd Ditto	6	6	7	7	1/2	6 1/2														
3rd Ditto	5 1/2	5 1/2	6	6	1/2	6 1/2														
Top Timbers	5 1/2	5 1/2	6	6	1/2	6 1/2														
Deck } N° 4 Average } 3.8	7	6 1/2	7	6	6 1/2	5 1/2														
Beams }																				
Deck Beams, length amidships	16 feet																			
Hold } N° Average }																				
Beams }																				
Hold Beams, length amidships																				
Keel	9	9	9	9	9	9														
Scarp of Ditto	11.6	11.6	11.6	11.6	11.6	11.6														
Keelsons	10	10	12	12	10	10														
Scarp of Ditto	11.6	11.6	11.6	11.6	11.6	11.6														

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.										Copper or Iron		Inches required per Rule	
										Inches	Required	Inches	Required
all bolts below lower part of masts of metal except malleable													
Heel-Knee, and Deadwood abaft	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
Scarp of Keel	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Keelson Bolts through Keel at each Floor	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8
Bolts through Heels of Timbers against Deadwood	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8
Transoms and throats of Hooks	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Arms of Hooks	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	5/8	5/8	5/8	5/8	5/8	5/8	5/8	5/8	5/8	5/8	5/8	5/8	5/8
Butt End Bolts	5/8	5/8	5/8	5/8	5/8	5/8	5/8	5/8	5/8	5/8	5/8	5/8	5/8
Pintles of the Rudder	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4
Waterway	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Knees	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Shelf or Clamp	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Deck Beam Bolts in	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Waterway	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Knees	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Shelf or Clamp	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Nails or Bolts in Flat of Deck	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Treenails	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 5 Inches. The Space between the Top-Timbers is 2 1/4 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 feet N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are about 3 feet
The Frame is squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is good

The alternate Frames are bolted together to the Gunwale.
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 chocked with Butt at each end of the chock. N. B. If not, state how bolted.
The Main Keelson is English Oak and free from all defects. The Main piece of Rudder is English Oak
The Stem, and Stern Post, consist of English Oak The Main piece of Windlass is English Oak
Hawse Timbers of English Oak The Transoms, Aprons, Knight Heads, and
Deadwood, of English Oak to the height defined in Table A and are free from all defects.
The Deck and Hold Beams consist of English Oak 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 English Oak
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 Water-ways { Upper Deck English Oak
Lower Deck English Oak
The Decks Yellow Pine
The Shifts of the Planking are not less than 1/4 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-buttling.

Planking Inside.—The Limber-strakes and Bilge-strakes are
The Ceiling, Lower Hold, and between Decks
Fastenings.—To Hold Beams Shelf Pieces and Clamps English Oak

Deck Beams the
Number of Breasthooks Pointers Crutches
Butts End Bolts are of in the Bottom, and Bolt in each Butt End through and clenched.
Bilge and Limber Strakes bolted through and clenched. Treenails of
Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship
We certify that the above is a correct description of the several particulars therein given
Builder's S

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.	
1	Fore Sails,	Chain	120	3/4	Bower,	2 { 5.1.12 4.1.9.
2	Fore Top Sails,	Hempen Stream Cable				
1	Fore Topmast Stay Sails,	Hawser	75	5 1/2	Stream,	1 2.3.26
1	Main Sails, 1 Square Sail	Towlines				
	Main Top Sails,	Warp	75	3 1/2	Kedge,	
and 2 Breeches 1 Square Sail 14 fms		All of <u>good</u> quality.				

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

She has One Long Boat and

The present state of the Windlass is good. Capstan Patent Wind Rudder good Pumps 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>June 23rd 1857</u>
2nd. When the Beams are put in, &c.	<u>August 8th</u>
3rd. { When completed, and before the plank be painted or payed }	<u>Sept 30th & Nov 11th 1857</u>

This Vessel has been compared with the Rules and Tables for the 100 Ton Scale the Register having not being known during her construction; she has been fitted with thick waterways and shelf equal in sectional area to that of the Beam Pads, and with 5 Pairs of Iron hanging Knees, also, one short wood lodging knee taking two bolts in Beam Gun at each end of Beam - the waterway by the Rules for 100 tons should have been 4 inch and for 50 tons 3 1/2 inches, facing surface against timber, but in this Vessel the facing surface is only 2 1/2 inches, thereby making the waterway fastenings to pass through the extreme tops of the timbers.

The Stem and Stern Post has very little back cabinet, and the sheer shakes much cut by fastenings owing to their being keened before the waterway and lodging knee bolts were driven. - her scantlings are generally in excess of the Rules and material suitable for the highest grade except as above named, and when visited on the 30th Sept the Builders were informed of their error, and were also discouraged in anticipating a recommendation by us for a period exceeding 10 years A.V. which they had hitherto - but we are of opinion that the Committee under that or any other name, if they are of opinion that the vessel may be favorably considered for 11. A.V.

Wm. Miller
Wm. Miller
Wm. Miller

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

If Sheathed, Doubled, Felted, or Coppered none When last done none

I am of opinion this Vessel should be Classed 11. A.V.

The Amount of the Fee.....£ 1 : : is received by me,
Special£ 6 : :
Certificate£ : : 6

Committee's Minute 18

Character assigned