

No. 1621 Survey held at Sunderland - Date April 1840
on the S^W Pioneer Master Sedgewick:-
Tonnage ^{Old 222} _{New 225} Built at Sunderland - When built 1840
By whom built W. Carr & Co Owners Sedgewick & Co
Port belonging to Sunderland Destined Voyage Hamburg:-
If Surveyed Afloat or in Dry Dock Building:-

Length aloft	Feet. 82	Inches. 6	Extreme Breadth	Feet. 24	Inches. 9	Depth of Hold	Feet. 15	Inches. 6	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space.....	each	11½		Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors.....	<i>Average</i> sided	11	Moulded	11	9	Keel to Bilge	2½	Foot Waling	4
1 st Foothooks.....	"	9	"	8½	"	Bilge Planks	4	Bilge Planks	4
2 nd Ditto.....	"	8:9	"	8	"	Bilge to Wales	3:2½	Ceiling in Flat	2½
3 rd Ditto.....	"	7:8	"	7	"	Wales	4	Ditto Bilge to Clamp	2½
Top Timbers	"	6:7	"	4¾	"	Topsides	2½	Hold Beam Clamps	4
Deck Beams N ^o . of 20	"	8½	"	8½	5	Sheer Strakes	3	Deck Beam Ditto.....	3
Hold Beams N ^o . of 10	"	10½	"	10½	7½	Plank Sheers.....	2½	Ceiling 'twixt Decks	2
Keel	"	10	"	9	"	Water-Ways.....	6:3	Hold Beam Shelves	12 6/4
Kelsons	"	11	"	26	"	Upper Deck	3	Deck Beam Ditto.....	-

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	1 1/2	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	1 1/8
Scarp of Keel.....N ^o . 2 1/4	2 1/4	Butt End Bolts	5/8	Deck Beam	3/4
Floor Timber Bolts	7/8	Lower Pintle of the Rudder	2 1/4	same in Iron above the Copper.....	
Kelson ditto	1 1/2				
Transoms and throats of Hooks	1 1/2				
Arms of Hooks	7/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 3 Inches. The Space between the Top-timbers is 3, 4, 5 Inches. The Stem, Stern Post, are composed of English Oak:- the Transoms, Aprons, Knight Heads, Hawse Timbers, of English & Hambro Oak: and are gently free from all defects. The Floors and first Foothooks are composed of Hambro Oak:- Timber. The other Foothooks and Top Timbers of English & Hambro Oak:- The Shifts of the first and second Foothooks are not less than 3/4. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good:- The Frame is tolerably squared from the first Foothook Heads upwards, and not - free from sap, and from thence downwards, the frame is well square:- The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/6: 1/4 of the entire moulding at that place. The Frame is chocked with no Butt at each end of the chock. The Main Kelson is composed of Amer^{ca} Oak: and the False Kelson of Amer^{ca} Oak:- The Scarphs of the Kelsons are not less than 7 feet 0 inches. The Deck and Hold Beams are composed of Hold Beams Stettin Oak: Deck Beams mixed Eng^l & Stettin Oak:

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer^{ca} Elm:- From the first Foothook Heads to the Light Water Mark of Amer^{ca} Elm:- From the Light Water Mark to the Wales of Stettin Oak:- The Wales and Black-strakes are of Stettin & American Oak:- The Topsides of English Oak: The Sheer-strakes and Plank-sheers of English & Dang^{er} Oak: The Water-ways of Pitch Pine:- The Decks of Yellow Pine:- State of The Shifts of the Planking are not less than gently 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

Planking Inside.—The Limber-strakes are composed of Stettin Oak:- the Bilge Planks of Amer^{ca} Oak:- The Ceiling, Lower Hold, of Stettin & Amer^{ca} Oak: a few planks Eng^l Oak: Between Decks of Amer^{ca} Oak: Shelf Pieces of Stettin Oak:- Clamps of Amer^{ca} & Stettin Oak:-

Fastenings.—To Hold Beams Iron Strap round one Timber, Strainer on Top and 8 Iron Nails each side:- Deck Beams Double Wood Nails, and 9 Iron Nails each side below:- Number of Breasthooks Four:- Pointers One pair: One Iron Crutches also 11 Wood & 1 Iron Transom Nails Butts End Bolts are of Iron - in the Bottom, and one Bolt in each Butt End through and clenched. [each side] Bilge and Footwaling - is - bolted through and clenched. General Quality of Workmanship Fair

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name

Surveyor's Name

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

She has **SAILS**.

CABLES, &c.

ANCHORS, and their weights.

No.		Fathoms.		Inches.	No.	
2	Fore Sails,	180	Chain	1 1/2	3	Bower, 10 1/2 : 10 : 10.
1	Fore Top Sails,	75	Hempen Stream Cable	7 1/2	1	Stream, 3 1/2
2	Fore Topmast Stay Sails,	60	Hawser	3/4	1	Kedge, 1 1/2
1	Main Sails,	80	Towlines	5 1/2		
2	Main Top Sails,	80	Warp	4 1/2		
and well found in other sails.			All of <u>Good</u> quality.			

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

She has the Long Boat and the

The present state of the Windlass is Suff: Capstan Suff: and Rudder Strong good and Suff:
with Patent purchase -

General Remarks—Statement and Date of Repairs.

The Principal Part of the Floor is of ^{1st} & 2^d Footwork, and of Hambro Oak.
Remainder of Frame mostly of Oak. all of fair standing and quality. The
Foreign Oak well seasoned: Part of the ^{1st} & 2^d Timbers on each side run along Slightly.
but on the whole the Frame is fairly seasoned for the Claps: The Stepping & Shipping good.
The Foreign Oak Beams well seasoned: Part of the ^{1st} & 2^d Beams run along and Slightly.
When of ^{1st} & 2^d Foreign Oak fair length in the room and fairly seasoned.
The Outside and Inside Plank all cut from Saps. fair in quality: Slightly
well wrought and shipped and free from Sap: Remains of ^{1st} & 2^d Oak & French Oak
part of the Ceiling that is under Slightly.
Upper and Lower Deck Beams, when. Work &c all well and sufficiently secured.

The mixed building in December 1885 launched against 18th hole Norway
 as follows $\frac{30}{1} \cdot \frac{15}{2} \cdot \frac{25}{2} \cdot \frac{17}{3} \cdot \frac{31}{3}$

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

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

The Amount of the Fee.....£ 3 : 3 : 0 is received by me,

Special£ : :

Committee's Minute 18th April 1840

Character assigned

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