

1813

No. 1813 Survey held at Sunderland: - Date October: - 1840.  
on the B<sup>12</sup> "Thomas & Joseph Crisp" Master A Orfeur: - now Harvey  
Tonnage 319 <sup>old</sup> 371 <sup>new</sup>. Built at Sunderland: When built 1840  
By whom built William Thompson: Owners Thos Crisp:  
Port belonging to London: - Destined Voyage London: - J. C. G. Hope  
If Surveyed Afloat or in Dry Dock Building: - No 6878  
See London Survey

Feet.		Inches.		Feet.		Inches.		Feet.		Inches.	
Length aloft		97	0	Extreme Breadth		27	2	Depth of Hold		18	9
Scantlings of Timber.				Thickness of Plank.							
		Inches.		Inches.	Inches.	Outside.		Inches.	Inside.		Inches.
Timber and Space..... each		13				Keel to Bilge .....		3	Foot Waling .....		2 1/2
Floors..... <i>Average</i> sided		13	Moulded	12 1/2	10	Bilge Planks .....		4 1/2	Bilge Planks .....		4
1 <sup>st</sup> Foothooks..... "		10-11	"	9 1/2		Bilge to Wales .....		3 1/2 3	Ceiling in Flat .....		2 1/2
2 <sup>nd</sup> Ditto..... "		10	"	9		Wales .....		5	Ditto Bilge to Clamp .....		3 3/4 2 1/2
3 <sup>rd</sup> Ditto..... "		9	"	7 1/2		Topsides .....		2 3/4	Hold Beam Clamps .....		4
Top Timbers .....		8	"	5		Sheer Strakes .....		3 1/2	Deck Beam Ditto.....		3 1/2
Deck Beams ....N°. of <i>21</i> <i>full</i>		10	"	9	5 1/2	Plank Sheers.....		3 1/4	Ceiling 'twixt Decks .....		2 1/2
Hold Beams ....N°. of <i>15</i>		11	"	11	8 1/2	Water-Ways .....		7 1/4	Hold Beam Shelves .....		1 1/2 by 5
Keel .....		11	"	9		Upper Deck .....		3	Deck Beam Ditto.....		"
Kelsons .....		12	"	30							
Size of Bolts in Fastenings.											
Copper.		Inches.	Copper.		Inches.	Iron.		Inches.			
Heel-Knee, and Dead Wood abaft ... <i>C</i>		1/8	Bolts thro' the Bilge and Foot Waling ... <i>C</i>		3/4	Hold Beam .....		7/8	1		
Scarphs of Keel.....N°. <i>80</i>		3/4	Butt End Bolts .....		5/8	Deck Beam .....		7/8	3/4		
Floor Timber Bolts .....		1	Lower Pintle of the Rudder .....		3						
Kelson ditto .....		1/8									
Transoms and throats of Hooks .....		1									
Arms of Hooks .....		1/8 3/4									

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is One 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 Oak: - and are gently free from all defects. The Floors and first Foothooks are composed of Hamble and English Oak Timber. The other Foothooks and Top Timbers of English Oak: - The Shifts of the first and second Foothooks are not less than 3/10 to 4 feet. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are generally sufficient. The Frame is fairly squared from the first Foothook Heads upwards, and totally free from sap, and from thence downwards, the frame is generally well square. The alternate Frames are not bolted together. Every 4<sup>th</sup>. N. B. If not, state how bolted. to 2 Head. The Butts of the Timbers are gently close together; their thickness not less than 1/6 of the entire moulding at that place. The Frame is no chocked with no Butt at each end of the chock. The Main Kelson is composed of American Oak: and the False Kelson of American Oak: - The Scarphs of the Kelsons are not less than 7 feet 0 inches. The Deck and Hold Beams are composed of Stettin Oak: -

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Elm: - From the first Foothook Heads to the Light Water Mark of Foreign Oak: - From the Light Water Mark to the Wales of Stettin Oak: part English Oak at Ends: - The Wales and Black-strakes are of Danz<sup>e</sup> Imported Oak: The Topsides of Danz<sup>e</sup> & Stettin Oak: - The Sheer-strakes and Plank-sheers of Danz<sup>e</sup> Imported Oak: - The Water-ways of Pitch Pine: - The Decks of Yellow Pine: - State of no The Shifts of the Planking are not less than 4 : 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 Two and Three between

**Planking Inside.**—The Limber-strakes are composed of Amer<sup>en</sup> Oak: - the Bilge Planks of Amer<sup>en</sup> & Stettin Oak: - The Ceiling, Lower Hold, of Amer<sup>en</sup> Oak: - Between Decks of Stettin Oak: - Shelf Pieces of Danz<sup>e</sup> Oak: - Clamps of Stettin Oak: - **Fastenings.**—To Hold Beams Iron Staple round one Limber, Stinger on top, and 11 Iron knees each side - and One Wood Lodging knee, and one Iron Lg hanging knee: - Number of Breasthooks Five: - Pointers one pair: One Iron Crutches & 2 Wood Transom knees each side: - Butts End Bolts are of Copper: - in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is bolted through and clenched. General Quality of Workmanship Reasonably good: -

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

Builder's Name John Brumby

Surveyor's Name John Brumby



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,	200	Chain .....	1 1/4 : 1 5/8	3	Bower,	15 : 14 1/2 : 14.
2	Fore Top Sails,	75	Hempen Stream Cable .....	8 1/4	1	Stream,	5 c
2	Fore Topmast Stay Sails,	70	Hawser .....	1 3/16	1	Kedge,	2 1/2 c
1	Main Sails,	80	Towlines .....	6			
2	Main Top Sails,	80	Warp .....	5			
and well foused in other sails			All of <u>good</u> quality.				

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

She has One Long Boat and two other Boats:-

The present state of the Windlass is Suff Capstan Wick Suff and Rudder & Braces all good & Suff  
with patent purchase

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

The principal part of the Floor Timber and first footboards are of  
Hampshire Oak: an amount of frame all by Oak: is all of large scantling, close spaced  
and generally good in quality: a few of the Septimber on each side run stumpy and decay  
Edge also part of Seasoners: but throughout the spacing and general work in the Frame  
is fully equal to the 8 year Clap: Beams and knees are all of good scantling  
and quality and fully well secured

The quality of Outside plank appears good and well seasoned: generally well  
brought and shifted and free from Sep. Seasoners of big 2 Inch Oak

Inside plank is mostly same from Sep. Generally fair in quality  
is generally well brought and shifted. But is short of Seasoners though by Rule  
the plank secured with Spikes and Bolts when deficient -

Upper and Lower deck Beams. Knees. Holes &c all well and securely fastened

On new building in July 1840 launched Sept. 1840 was surveyed at the  
following date 1/8: 8/8: 15/8 5/9: 2/10 and sundry other times

If Sheathed, Doubled, Felled, or Coppered Coppered When last done 1840 See No 6878

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

The Amount of the Fee.....£ 4 : - : is received by me, John Brunton

Special .....£ : :

Committee's Minute 22nd Jan 1841

Character assigned A 1 for 8 Year - record Exp

Mem: Mr. To be paid in London for an Audit  
B.H.