

No. 3008 Survey held at Sunderland Date August 6th 1846
on the Activity Master Arthur
Tonnage 197⁰ 165¹ 144 Built at Sunderland When built 1846
By whom built Mr Barker Owners H. Burton
Port belonging to Sunderland Destined Voyage Baltic
If Surveyed Afloat or in Dry Dock during the Building

Length aloft		Feet.	Inches.	Extreme Breadth		Feet.	Inches.	Depth of Hold		Feet.	Inches.
		80	6			23	6			12	6
Scantlings of Timber.				Thickness of Plank.							
				Outside.				Inside.			
Timber and Space	each	10		Keel to Bilge		2 1/2		Foot Waling		3	
Floors	sided	9	Moulded	Bilge Planks		3 3/4		Bilge Planks		3 1/2	
1 st Foothooks	"	8	"	Bilge to Wales		2 1/2		Ceiling in Flat		2 1/2	
2 nd Ditto	"	8	"	Wales		3 1/4		Ditto Bilge to Clamp		2 1/2	
3 rd Ditto	"	7 1/8	"	Topsides		2 1/2		Hold Beam Clamps		3 1/2	
Top Timbers	"	7	"	Sheer Strakes		2 7/8		Deck Beam Ditto		2 1/2	
Deck Beams N ^o 10	Average Space	14 feet	"	Plank Sheers		2 1/2		Ceiling 'twixt Decks		2	
Hold Beams N ^o 9	Average Space	4 to 8 ft	"	Water-Ways		6 1/4		Hold Beam Shelves		"	
Keel	"	9 1/2	"	Upper Deck		2 1/2		Deck Beam Ditto		"	
Kelsons	"	10	"								

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 1/2 Inches. The Space between the Top-timbers is 26 1/4 Inches. The Stem, Stern Post, are composed of Foreign Oak the Transoms, Aprons,

Knight Heads, Hawse Timbers, of English and Foreign Oak and are fully free from all defects. Timber.

The Floors and first Foothooks are composed of Foreign and English Oak

The other Foothooks and Top Timbers of Foreign and English Oak

The Shifts of the first and second Foothooks are not less than 1 1/8 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are fair

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

The alternate Frames are not bolted together. very 6th to 2nd head N. B. If not, state how bolted.

The Butts of the Timbers are fully close together; their thickness not less than 1 1/8 of the entire moulding at that place.

The Frame is not chocked with no Butt at each end of the chock.

The Main Kelson is composed of Foreign Oak and the False Kelson of Foreign Oak

The Scarphs of the Kelsons are not less than 6 feet 9 inches.

The Deck and Hold Beams are composed of Stettin and English Oak; principally of Stettin Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Am. Pine and Baltic Red Pine

From the first Foothook Heads to the Light Water Mark of Red Pine

From the Light Water Mark to the Wales of Baltic Red Pine

The Wales and Black-strakes are of Foreign Oak The Topsides of Foreign Oak

The Sheer-strakes and Plank-sheers of Foreign Oak The Water-ways of Baltic Red Pine

The Decks of Yapine State of fair

The Shifts of the Planking are not less than 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 2 and 3 Strakes between

Planking Inside.—The Limber-strakes are composed of Foreign Oak the Bilge Planks of Foreign Oak

The Ceiling, Lower Hold, of Baltic Red Pine Between Decks of Baltic Red Pine

Shelf Pieces of " Clamps of Foreign Oak

Fastenings.—To Hold Beams Iron Binder round the Timber and 6 Iron hanging Nails each side

Deck Beams One Wood Laying Nail and an Iron Laying Nail

Number of Breasthooks Four Pointers One pair One Crutches and 2 Iron on each side

Butts End Bolts are of Iron 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 fully sound

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

Builder's Signature John Barker

Surveyor's Signature Arthur

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 .		
2	Fore Sails,	100	Chain	1 1/4	3	Bower,	9. 8 3/4. 8
1	Fore Top Sails,	75	Hempen Stream Cable	7/4	1	Stream,	3 1/4
2	Fore Topmast Stay Sails,	60	Hawser	1 1/4	1	Kedge,	1 1/4
1	Main Sails,	75	Towlines	5			
2	Main Top Sails,	75	Warp	4			
and <u>usual Baltic Butter</u>			All of <u>good</u> quality.				

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

She has One Long Boat and Ship

The present state of the Windlass is Same Capstan Winch and Rudder Same
with purchase

General Remarks—Statement and Date of Repairs.

Has regularly surveyed during the Building, notes taken at the following
dates 8 16 26 13
12: 12: 1: 3.

This Vessel has faulted on at the present time and only has fitted for sea
having laid up in Dock since she was launched

Mem: A Certificate of the Clap is required to be sent to Messrs Edw. & Geo. May
Ship Agents, Pillau (Chapman & Co) Ltd.

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

I am of opinion this Vessel should be Classed 7 A1.

The Amount of the Fee.....£ 2 : - : - is received by me,

Special£ : :

Certificate (if required)£ : 5 : -

Committee's Minute 11th Augt 1846

Character assigned for 7 A1

John Branton



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