

No. 3544 Survey held at Sunderland Date May 17th 1845
 on the Ship "Clipsalpa" Master H. H. Longridge
 Tonnage 215 Built at Sunderland When built 1845
 By whom built Sykes & Co Owners Robinson & Co
 Port belonging to Sunderland Destined Voyage Anchorage
 If Surveyed Afloat or in Dry Dock during Building

Length aloft	Feet. <u>83</u> Inches. <u>9</u>	Extreme Breadth	Feet. <u>24</u> Inches. <u>4</u>	Depth of Hold	Feet. <u>14</u> Inches. <u>11</u>	
Scantlings of Timber.			Thickness of Plank.			
Room and Space	Inches. <u>11</u>	Inches. Middle <u>11</u> Inches. Ends <u>9</u>	Outside.	Inches. <u>2 3/4</u>	Inside.	
Floors	sided <u>0 1/2</u> Moulded	<u>11</u> <u>9</u>	Keel to Bilge	<u>2 3/4</u>	Limber Strakes	<u>3</u>
1 st Foothooks	<u>8 1/2</u>	<u>8 1/2</u>	Bilge Planks	<u>4</u>	Bilge Planks	<u>3 1/2</u>
2 nd Ditto	<u>8</u>	<u>7 1/4</u>	Bilge to Wales	<u>3 1/2</u>	Ceiling in Flat	<u>2 1/2</u>
3 rd Ditto	<u>7 1/2</u>	<u>6 1/4</u>	Wales	<u>4</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Top Timbers	<u>7</u>	<u>4 1/2</u>	Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>3 1/2</u>
Deck Beams N ^o <u>18</u> Average Space <u>3 to 4 ft</u>	<u>8 1/2</u>	<u>8 1/2</u> <u>5</u>	Sheer Strakes	<u>3 1/4</u>	Deck Beam Ditto	<u>2 3/4</u>
Hold Beams N ^o <u>13</u> Average Space <u>4 ft</u>	<u>9 1/2</u>	<u>9 1/2</u> <u>5</u>	Plank Sheers	<u>3</u>	Ceiling 'twixt Decks	<u>2</u>
Keel	<u>11</u>	<u>13</u>	Water-Ways	<u>4 1/4</u>	Hold Beam <u>Shots/setting</u>	<u>4 by 10</u>
Kelsons	<u>11 1/2</u>	<u>26</u>	Upper Deck	<u>3</u>	Deck Beam Ditto	

Copper or Iron.		Copper or Iron.		Iron.	
Heel-Knee, and Dead Wood abaft	<u>1 1/4</u>	Bolts thro' the Bilge and Limber Strakes	<u>1/6</u>	Hold Beam	<u>1/2</u> <u>3/4</u>
Scarphs of Keel N ^o <u>8</u>	<u>1/4</u>	Butt End Bolts	<u>1/8</u>	Deck Beam	<u>3/4</u> <u>1/2</u>
Floor Timber Bolts	<u>1/8</u>	Lower Pintle of the Rudder	<u>2 1/2</u>		
Kelson ditto	<u>1</u>				
Transoms and throats of Hooks	<u>7/8</u> <u>3/4</u>				
Arms of Hooks	<u>3/4</u>				

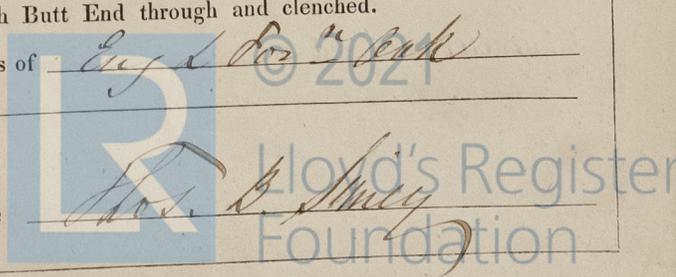
Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 3 1/4 Inches. The Stem, Stern Post, are composed of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng Oak and are free free from all defects. The Floors and first Foothooks are composed of Brown & Eng Oak Timber. The other Foothooks and Top Timbers of Eng Oak. The Shifts of the first and second Foothooks are not less than 17 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 not free from sap, and from thence downwards, the frame is fairly squared. The alternate Frames are all bolted together. to top sides N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/2 of the entire moulding at that place. The Frame is crop chocked with no Butt at each end of the chock. The Main Kelson is composed of Amer Oak and the False Kelson of Amer Oak. The Scarphs of the Kelsons are not less than 6 feet 11 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 Amer Elm. From the first Foothook Heads to the Light Water Mark of Amer Elm. From the Light Water Mark to the Wales of Warwig Oak. The Wales and Black-strakes are of Warwig Oak. The Topsides of Warwig Oak. The Sheer-strakes and Plank-sheers of Amer & Stettin Oak. The Water-ways of Warwig Oak. The Decks of Y. Pine. State of Y. Pine. The Shifts of the Planking are not less than 5 Feet 11 Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. one or two Butts towards the Ends two between with upper & lower. The Planking is wrought mostly three between

Planking Inside.—The Limber-strakes are composed of Amer & Stettin Oak the Bilge Planks of Amer & Warwig Oak. The Ceiling, Lower Hold, of Warwig & Stettin Oak Between Decks of Warwig Oak. Shelf Pieces of 11 Clamps of Warwig Oak.

Fastenings.—To Hold Beams Iron Binder round one Timber Spilletting Bolted through the Hole and 10 pair of Iron Hanging Nails. Deck Beams Wood Lodging Nails and Iron Hanging Nails Ends Two Wood Lodging Nails. Number of Breasthooks Four Pointers the pair One Crutches Two Irons Nails on each side. Butts End Bolts are of Y. Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng & Y. Oak. General Quality of Workmanship fair.

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature _____ Surveyor's Signature Hos. & Shiley



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,	180	Chain	1 1/8	3
1	Fore Top Sails,	75	Hempen Stream Cable	7 1/2	1
2	Fore Topmast Stay Sails,	60	Hawser	3 1/4	1
1	Main Sails,	75	Towlines	5	
2	Main Top Sails,	75	Warp	4 1/2	
and <u>other, as usual</u>		All of <u>good</u> quality.			

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

She has one Long Boat and Skiff

The present state of the Windlass is good Capstan which and Rudder is brass good
patent purchase

General Remarks—Statement and Date of Repairs.

Survey'd $\frac{4}{3}$ $\frac{22}{3}$ $\frac{10}{4}$ $\frac{1}{5}$ $\frac{17}{5}$

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

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

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

Thos. B. Simey

Special£ : :

Certificate (if required)£ : :

Committee's Minute 2nd June 1848

Character assigned A 1 per S. S. S.
[Signature]



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