

No. 4015 Survey held at Sunderland Date 10th October 1849
on the Barque Master _____
Tonnage 441 3/4 Built at Sunderland When built 1849
By whom built Mr Ralph Hutchinson Owners Mr John Hay
Port belonging to _____ Destined Voyage _____
If Surveyed Afloat or in Dry Dock in the Building

| | | | | | | | | | | |
|-------------------------------------|-----------------|--------------------------|----------------------------|---------------|----------------------------------|----------------------|--|----------------------------------|----------------------------|--------------|
| Length aloft | | Feet. <u>115</u> Inches. | Extreme Breadth | | Feet. <u>20</u> Inches. <u>9</u> | Depth of Hold | | Feet. <u>10</u> Inches. <u>9</u> | | |
| Scantlings of Timber. | | | Thickness of Plank. | | | | | | | |
| | | | Inches. | Inches. | Inches. | Outside. | | Inches. | Inside. | Inches. |
| Room and Space | | <u>14</u> | | | | Keel to Bilge | | <u>3</u> | Limber Strakes | <u>3 1/2</u> |
| Floors..... | sided | <u>12 1/2</u> | Moulded | <u>12 1/2</u> | <u>10 1/2</u> | Bilge Planks | | <u>4</u> | Bilge Planks | <u>5</u> |
| 1 st Foothooks..... | " | <u>10 1/2</u> | " | <u>10 1/2</u> | - | Bilge to Wales | | <u>3 1/2</u> | Ceiling in Flat | <u>2 1/4</u> |
| 2 nd Ditto..... | " | <u>9 1/2</u> | " | <u>9 1/2</u> | - | Wales | | <u>5 1/2</u> | Ditto Bilge to Clamp | <u>2 1/2</u> |
| 3 rd Ditto..... | " | <u>8 1/2</u> | " | - | - | Topsides | | <u>3</u> | Hold Beam Clamps | <u>5</u> |
| Top Timbers | " | <u>8 1/2</u> | " | - | <u>5</u> | Sheer Strakes | | <u>3 1/2</u> | Deck Beam Ditto..... | <u>3 3/4</u> |
| Deck Beams N ^o <u>22</u> | Average Space } | <u>4-0</u> | " | <u>8 3/4</u> | <u>6 1/2</u> | Plank Sheers..... | | <u>4</u> | Ceiling 'twixt Decks | <u>2 1/2</u> |
| Hold Beams N ^o <u>10</u> | Average Space } | <u>4-6</u> | " | <u>12 1/2</u> | <u>9</u> | Water-Ways | | <u>5</u> | Hold Beam <u>Shelf</u> | <u>5</u> |
| Keel | " | <u>12 1/2</u> | " | <u>10</u> | | Upper Deck | | <u>3</u> | Deck Beam Ditto..... | |
| Kelsons | " | <u>13 1/2</u> | " | <u>21 1/2</u> | | | | | | |

| | | | | | |
|---------------------------------------|----------------------|--|----------------------|--------------|----------------------|
| Copper or Iron. | | Size of Bolts in Fastenings, distinguishing whether | | Iron. | |
| Heel-Knee, and Dead Wood abaft | Inches. <u>1 1/4</u> | Copper or Iron. <u>Copper</u> | Inches. <u>1 1/2</u> | Hold Beam | Inches. <u>1 1/2</u> |
| Scarp of Keel N ^o <u>0</u> | <u>1 1/4</u> | Bolts thro' the Bilge and Limber Strakes | <u>1 1/2</u> | Deck Beam | <u>1 1/2</u> |
| Floor Timber Bolts | <u>1 1/4</u> | Butt End Bolts | <u>3/4</u> | | |
| Kelson ditto | <u>1 1/4</u> | Lower Pintle of the Rudder | <u>3 3/4</u> | | |
| Transoms and throats of Hooks | <u>1 1/4</u> | | | | |
| Arms of Hooks | <u>1 1/4</u> | | | | |

All the bolts are of Metal

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of Eng^l Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects. Timber. The Floors and first Foothooks are composed of English Oak The other Foothooks and Top Timbers of English Oak The Shifts of the first and second Foothooks are not less than 1/4 of the breadth N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are sufficient The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared N. B. If not, state how bolted. The ~~Frame~~ Frames are all bolted together. The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is eng^l chocked with a Butt at each end of the chock. The Main Kelson is composed of Mahogany and the False Kelson of Amer^l Oak The Scarphs of the Kelsons are not less than 7 feet inches. The Deck and Hold Beams are composed of Mahogany & English Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm From the first Foothook Heads to the Light Water Mark of Foreign White Oak From the Light Water Mark to the Wales of Mahogany & English Oak The Wales and Black-strakes are of East India Teak & English Oak The Topsides of East India Teak & English Oak The Sheer-strakes and Plank-sheers of East India Teak & English Oak The Water-ways of Mahogany The Decks of Yellow Pine State of Good The Shifts of the Planking are not less than 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 Mahog^l & South Amer^l hard wood the Bilge Planks of Eng^l Oak & Mahogany The Ceiling, Lower Hold, of Eng^l Oak, Mahog^l & S^l Amer^l wood Between Decks of Mahog^l & Eng^l Oak Shelf Pieces of _____ Clamps of East India Teak, Mahog^l & English Oak

Fastenings.—To Hold Beams Iron staple knees between, 10 pair of hanging knees below and 10 pair of staple standard knees from the upper beams Deck Beams Iron staple knees between and 12 pair of standard and hanging knees below Number of Breasthooks 4 of Wood & Iron Pointers one pair Am Crutches 2 pair of Transom knees Butts End Bolts are of Yellow 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 English Oak General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel,
Builder's Signature _____ Surveyor's Signature Thomas Lawrence
C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON. 56930-0095

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, | 240 | Chain | 1 3/4 | 3 | Bower, 21-0-0 x 20-2-0 x 20-0-0 |
| 2 | Fore Top Sails, | 40 | Hempen Stream Cable | 0 | 1 | Stream, 5-2-0 |
| 2 | Fore Topmast Stay Sails, | 60 | Hawser | 4 1/2 | 1 | Kedge, 2-0-0 |
| 1 | Main Sails, | 75 | Towlines | 6 | | |
| 1 | Main Top Sails, | 75 | Warp | 5 | | |
| and <u>others 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 two others

The present state of the Windlass is secure ~~Capstan~~ Winch Rudder and Pumps secure & sufficient

General Remarks—Statement and Date of Repairs.

*This Vessel has been specially surveyed in the Building...
The whole of the through bolts also the nails of the upper Decks
are of mixed metal to the entire exclusion of Iron,*

If sheathed, doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 13 & 1

The Amount of the Fee.....£ 5 : " : " is received by me,

Special£ 22 : " : "

Certificate (if required)£ : 10 : "

Committee's Minute 16th Oct 1849

Character assigned 13 & 1

Thomas Lawrence



© 2021

Lloyd's Register
Foundation