

No. 4379 Survey held at Sunderland Date August 14th 1850
 on the Ship "William" Master William McKenney
 Tonnage 290 Built at Sunderland When built 1850
 By whom built J. Bainbridge Owners Pomlin
 Port belonging to London Destined Voyage London
 If Surveyed Afloat or in Dry Dock during Building

Length aloft	95	Extreme Breadth	26	Depth of Hold	16
Scantlings of Timber.					
Room and Space	12	Inches Middle	11 1/2	Inches Ends	9
Floors	sided	11 1/2	Moulded	11 1/2	9
1st Foothooks	"	9 3/4	"	8 1/2	"
2nd Ditto	"	9 1/2	"	8	"
3rd Ditto	"	8 1/4	"	7	"
Top Timbers	"	7 3/4	"	5 1/2	"
Deck Beams N° 20	Average Space } 4 to 4 1/2 ft	9	"	9	5 1/4
Hold Beams N° 14	Average Space } 4 - 4 1/2	11	"	11	8 1/2
Keel	"	11	"	13	"
Kelsons	"	12	"	24	"
Thickness of Plank.					
Outside.			Inches	Inside.	
Keel to Bilge	3	Limber Strakes	3 1/2		
Bilge Planks	4 1/2	Bilge Planks	4		
Bilge to Wales	3	Ceiling in Flat	2 1/2		
Wales	4 1/2	Ditto Bilge to Clamp	2 1/2		
Topsides	2 3/4	Hold Beam Clamps	4		
Sheer Strakes	3 1/2	Deck Beam Ditto	3 1/4		
Plank Sheers	3	Ceiling 'twixt Decks	2 1/4		
Water-Ways	6	Hold Beam Sheeting	13 by 4 1/4		
Upper Deck	3	Deck Beam Ditto			

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2.3 Inches. The Space between the Top-timbers is 3.5 Inches. The Stem, Stern Post, are composed of Eng oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng oak and are appx free from all defects.

The Floors and first Foothooks are composed of Pol^d & Eng oak Timber.

The other Foothooks and Top Timbers of Eng oak

The Shifts of the first and second Foothooks are not less than 1/4 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 tolerably free from sap, and from thence downwards, the frame is fairly squared.

The alternate Frames are all bolted together. to top height N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/5 of the entire moulding at that place.

The Frame is well chocked with no Butt at each end of the chock.

The Main Kelson is composed of Ames oak and the False Kelson of Ames oak

The Scarphs of the Kelsons are not less than 6 feet 0 inches.

The Deck and Hold Beams are composed of Hettin oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Ames Elm & Eng

From the first Foothook Heads to the Light Water Mark of Ames & Eng Elm

From the Light Water Mark to the Wales of Hettin oak

The Wales and Black-strakes are of Hettin oak The Topsides of Hettin oak

The Sheer-strakes and Plank-sheers of Hettin oak The Water-ways of Baltic Pine

The Decks of 1/2 Pine State of _____

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 crossly free between

Planking Inside.—The Limber-strakes are composed of Ames oak the Bilge Planks of Hettin oak

The Ceiling, Lower Hold, of Hettin oak Between Decks of Ames oak

Shelf Pieces of _____ Clamps of Hettin oak

Fastenings.—To Hold Beams Iron Lodging Knees, Spiketting Bolts thro' the Wales and 4 pair of Iron Hanging Knees.

Deck Beams Wood Lodging Knees & Iron Hanging Knees, 4 pair of which form Standards

Number of Breasthooks 0 Pointers one pair Iron Crutches two Iron Knees on each side

Butts End Bolts are of 1/2 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 oak

General Quality of Workmanship rough

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature _____ Surveyor's Signature Thos. J. Simey



5420-03675

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,	200	Chain	1 1/4	3	Bower, 14.2.0: 14.0.0: 13.2.10
1	Fore Top Sails,	75	Hempen Stream Cable	8 3/4	1	Stream, 4.8.0
2	Fore Topmast Stay Sails,	70	Hawser	13/16	1	Kedge, 1.2.0
1	Main Sails,	75	Towlines	6		
2	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 Keel

The present state of the Windlas is good Capstan good and Rudder good Pumps two metal
patent

General Remarks—Statement and Date of Repairs.

This vessel was regularly Survey'd during building

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: -: - is received by me, Paid

Order No 60 Special ... 14: 10: 0

vide Letter
25/9/50

Thos. B. Simey
11

Certificate (if required)£ : :

Committee's Minute 27th Sept. 1850

Character assigned A 1 m S G



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