

No. 4501 Survey held at Sunderland Date May 14th 1887
 on the Shaw Flourist Master H. O. Curry
 Tonnage 273 Built at Sunderland When built 1857
 By whom built H. Carr Owners H. O. Curry
 Port belonging to North Shields Destined Voyage Mediterranean
 If Surveyed Afloat or in Dry Dock during Building

Length aloft	Feet. <u>93</u> Inches. <u>0</u>	Extreme Breadth	Feet. <u>26</u> Inches. <u>3</u>	Depth of Hold	Feet. <u>16</u> Inches. <u>6</u>
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Scantlings of Timber.			Thickness of Plank.		
Room and Space	Inches.	Inches. Middle Ends	Outside.	Inches.	Inside.
Floors	<u>12</u>	<u>11</u>	Keel to Bilge	<u>2 3/4</u>	Limber Strakes
1st Foothooks	<u>9</u>	<u>8</u>	Bilge Planks	<u>4</u>	Bilge Planks
2nd Ditto	<u>8 1/2</u>	<u>7 1/4</u>	Bilge to Wales	<u>3</u>	Ceiling in Flat
3rd Ditto	<u>8</u>	<u>6 3/4</u>	Wales	<u>4 1/2</u>	Ditto Bilge to Clamp
Top Timbers	<u>7 1/2</u>	<u>5</u>	Topsides	<u>2 3/4</u>	Hold Beam Clamps
Deck Beams No <u>2</u> Average Space <u>3 to 5 ft</u>	<u>8 1/2</u>	<u>9</u>	Sheer Strakes	<u>3 1/2</u>	Deck Beam Ditto
Hold Beams No <u>15</u> Average Space <u>4 to 5</u>	<u>11</u>	<u>11</u>	Plank Sheers	<u>3</u>	Ceiling 'twixt Decks
Keel	<u>10 1/2</u>	<u>12</u>	Water-Ways	<u>7 1/4</u>	Hold Beam <u>Spoketting</u>
Kelsons	<u>11</u>	<u>24</u>	Upper Deck	<u>3</u>	Deck Beam Ditto

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/4 Inches. The Space between the Top-timbers is 1 1/2 Inches. The Stem, Stern Post, are composed of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng Oak and are appy free from all defects.

The Floors and first Foothooks are composed of Fir & 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 1/2 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 fully squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is fully squared.

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

The Butts of the Timbers are all close together; their thickness not less than 1 1/2 of the entire moulding at that place.

The Frame is not choiced with no Butt at each end of the choick.

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 0 inches.

The Deck and Hold Beams are composed of Hettin & Amer 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 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 Red Pine & Fanny Oak

The Decks of Y Pine State of

The Shifts of the Planking are not less than 3 Feet 0 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 Free between

Planking Inside.—The Limber-strakes are composed of Amer Oak the Bilge Planks of Amer & Hettin Oak

The Ceiling, Lower Hold, of Amer & Hettin Oak Between Decks of Amer & Hettin Oak

Shelf Pieces of Clamps of Amer & Hettin Oak

Fastenings.—To Hold Beams Iron Lodging Nails Spoketting Bolted through and Six pair of Iron Hanging Nails

Deck Beams Iron Lodging Nails and Iron Hanging Nails

Number of Breasthooks Five Pointers One pair Iron Crutches Two Pearson Nails

Butts End Bolts are of Iron 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 Robt. B. Jones
 Lloyd's Register Foundation

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 3/4	3	Bower, 14.0.5. 13.3.40. 14.
1	Fore Top Sails,	75	Hempen Stream Cable	2 1/2	1	Stream, 4.2.5
2	Fore Topmast Stay Sails,	70	Hawser	1 3/4	1	Kedge, 1.2.3
1	Main Sails,	75	Towlines	5 1/2		
2	Main Top Sails,	75	Warp	5		
and others as usual			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 Windlas is good ~~Copper~~ Winch and Rudder good Pumps two ~~three~~
patent

General Remarks—Statement and Date of Repairs.

This vessel was regularly surveyed 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,

No order Special£ 13 : 13 : "

Certificate (if required)£ " : " : "

Committee's Minute 17th June 1857

Character assigned S.A.S. A.P.

Robt. B. Simcy



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