

No. 4556 Survey held at Sunderland Date March 27<sup>th</sup> 1851  
in the Sw Master  
Tonnage 215 Built at Sunderland When built 1851  
By whom built W Pile Junr Owners W Pile Junr  
Port belonging to Sunderland Destined Voyage for sale  
If Surveyed Afloat or in Dry Dock while building

Length aloft	Feet. 88	Inches.	Extreme Breadth	Feet. 24	Inches. 6	Depth of Hold	Feet. 14	Inches.	
Scantlings of Timber.			Thickness of Plank.						
Room and Space	22	Inches.		Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	
Floors	sided 10		Moulded	10		Keel to Bilge	2 1/2	Limber Strakes	3 1/2
1 <sup>st</sup> Foothooks	9		"	9		Bilge Planks	3 1/2	Bilge Planks	3 1/2
2 <sup>nd</sup> Ditto	8		"	8		Bilge to Wales	2 3/4	Ceiling in Flat	2 1/4
3 <sup>rd</sup> Ditto	7 1/2		"	7	4 1/4	Wales	4 1/4	Ditto Bilge to Clamp	2 3/8
Top Timbers	7		"	7	4 1/4	Topsides	2 1/2	Hold Beam Clamps	3 1/4
Deck Beams N <sup>o</sup> 20	Average Space } 4 ft 3 in		"	7 1/2	5 1/2	Sheer Strakes	3 1/8	Deck Beam Ditto	2 3/4
Hold Beams N <sup>o</sup> 11	Average Space } 4 ft 8 in		"	10	8	Plank Sheers	3	Ceiling 'twixt Decks	2 1/4
Keel	10 1/2		"	11		Water-Ways	5 1/2	Hold Beam Shells	-
Kelsons	11 1/2		"	24		Upper Deck	2 1/2	Deck Beam Ditto	-
Size of Bolts in Fastenings, distinguishing whether									
Copper or Iron.			Copper or Iron.			Iron.			
Heel-Knee, and Dead Wood abaft	Y. Metal	7/8							
Scarphs of Keel	Y. Metal N <sup>o</sup> 8	3/4	Bolts thro' the Bilge and Limber Strakes	Y. Metal	13/16	Hold Beam	Y. Metal below beam	7/8	
Floor Timber Bolts	-		Butt End Bolts	Y. Metal	5/8	Deck Beam		3/4 & 5/8	
Kelson ditto	Yellow Metal	7/8	Lower Pintle of the Rudder	Y. Metal	2 1/2				
Transoms and throats of Hooks	Y. Metal	7/8							
Arms of Hooks	Y. Metal below beams	3/4							

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects. The Floors and first Foothooks are composed of English & Foreign white Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 4 feet 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 fairly free from sap, and from thence downwards, the frame is fairly squared & sound. The alternate Frames are bolted together. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/4 of the entire moulding at that place. The Frame is all chocked with no Butt at each end of the chock. The Main Kelson is composed of American Oak and the False Kelson of American Oak. The Scarphs of the Kelsons are not less than 5 feet inches. The Deck and Hold Beams are composed of English Oak & Teak. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Salon. From the first Foothook Heads to the Light Water Mark of white Oak. From the Light Water Mark to the Wales of Foreign white Oak. The Wales and Black-strakes are of Teak & English Oak. The Topsides of Teak & English Oak. The Sheer-strakes and Plank-sheers of Teak & English Oak. The Water-ways of D. Red Pine. 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 Strakes between **Planking Inside.**—The Limber-strakes are composed of Stettin Oak the Bilge Planks of Stettin Oak. The Ceiling, Lower Hold, of Stettin & Danzig Oak Between Decks of Stettin Oak. Shelf Pieces of Stettin Oak Clamps of Stettin Oak. **Fastenings.**—To Hold Beams Horizontal Iron Staple Knees & 8 Pair of Vertical Pieces. Deck Beams Horizontal Wood Knees & 12 Pair of Vertical do. of Iron. Number of Breasthooks four Pointers two Crutches one. Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Limber Strakes yellow metal bolted through and clenched. Treenails of English Oak & American Ironed. 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 Robt. Fawcett  
C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.  
Lloyd's Register Foundation  
SLD931-0003



Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has **SAILS**.

CABLES, &c.

ANCHORS, and their weights.

No.	Fathoms.		Inches.	No.	
1	180	Chain .....	1 1/8	3	Bower, <i>anchors but 10 " 10 " 10 "</i>
2	90	Hempen Stream Cable .....	7 3/4	1	Stream, <i>8 " 2 " 1 "</i>
2	60	Hawser <i>Chain</i> .....	3/4	1	Kedge, <i>8 " 3 " 1 "</i>
1	90	Towlines .....	5 1/4		<i>3 " 2 "</i>
1	90	Warp .....	5		<i>2 " "</i>
and		All of <i>Libs Topgallants</i> quality.			

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

She has A Long Boat and Miss

The present state of the Windlass is New Capstan New and Rudder New Pumps New

**General Remarks—Statement and Date of Repairs.**

If sheathed, doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed G. A. 1 Robt Fowles

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

Special .....£ " : " : "

Certificate (if required) .....£ " : 10 : "

Committee's Minute 13<sup>th</sup> Aug 1841

*Character assigned*



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