

No. 4574 Survey held at Sunderland Date September 4<sup>th</sup> 1857  
on the Ship John Watson Master  
Tonnage Old 680 Built at Sunderland When built 1857  
By whom built John Watson Owners  
Port belonging to \_\_\_\_\_ Destined Voyage London for sale  
If Surveyed while Building, Afloat, or in Dry Dock during Building

|                              |        |               |                     |         |                      |               |         |               |
|------------------------------|--------|---------------|---------------------|---------|----------------------|---------------|---------|---------------|
| Length aloft                 | 139    | Feet. Inches. | Extreme Breadth     | 31      | Feet. Inches.        | Depth of Hold | 20      | Feet. Inches. |
| Scantlings of Timber.        |        |               | Thickness of Plank. |         |                      |               |         |               |
| Room and Space               | 15     | Inches.       | Outside.            | Inches. | Inside.              | Inches.       | Inches. |               |
| Floors                       | 13 1/4 | Moulded       | Keel to Bilge       | 3 1/2   | Limber Strakes       | 4 1/2         |         |               |
| 1 <sup>st</sup> Foothooks    | 11 1/2 | "             | Bilge Planks        | 5       | Bilge Planks         | 5 1/2         | 4 1/2   |               |
| 2 <sup>nd</sup> Ditto        | 11     | "             | Bilge to Wales      | 4 1/2   | Ceiling in Flat      | 3             |         |               |
| 3 <sup>rd</sup> Ditto        | 10     | "             | Wales               | 5 1/2   | Ditto Bilge to Clamp | 3 1/2         |         |               |
| Top Timbers                  | 9 3/4  | "             | Short Hoods         | 4       | Hold Beam Clamps     | 7 1/4         | 4 1/2   |               |
| Deck Beams N <sup>o</sup> 26 | 10 1/2 | "             | Topsides            | 4       | Deck Beam Ditto      | 7 1/4         |         |               |
| Hold Beams N <sup>o</sup> 24 | 13 3/4 | "             | Sheer Strakes       | 4 1/2   | Ceiling 'twixt Decks | 3             |         |               |
| Keel                         | 13     | "             | Plank Sheers        | 4 1/4   | Hold Beam Shelves    | 8 1/2         |         |               |
| Keelsons                     | 14     | "             | Water-Ways          | 9 1/2   | Deck Beam Ditto      | 4             |         |               |
| Scarphs of Ditto             | 4 feet | "             | Upper Deck          | 3 1/4   |                      |               |         |               |

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

|  |        |        |                                    |        |        |                            |       |        |
|--|--------|--------|------------------------------------|--------|--------|----------------------------|-------|--------|
| Heel-Knee, and Deadwood abaft          | 1 5/16 | Copper | Transoms and throats of Hooks      | 1 3/16 | Copper | Lower Pintle of the Rudder | 3 1/2 | Copper |
| Scarphs of Keel.....N <sup>o</sup> . 8 | 1 1/2  | Iron   | Arms of Hooks                      | 1 1/16 | Iron   | Hold Beam                  | 1 1/8 | Iron   |
| Floor Timber Bolts                     | 1 3/16 |        | Bolts thro' Bilge & Limber Strakes | 7/8    |        | Deck Beam                  | 1 1/8 | Iron   |
| Kelson ditto                           | 1 3/16 |        | Butt End Bolts                     | 3/4    |        |                            |       |        |

**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 4 1/2 Inches. The Stem, Stern Post, consist of Scalpe the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Eng oak & Scalpe and are app free from all defects. The Floors consist of Eng oak & Iron heart The First Foothooks of Eng oak & Iron heart Timber. The Second Foothooks of Eng oak & Iron heart The Third Foothooks of Eng oak The 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 good & sufficient The Frame is well squared from the first Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is well squared The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted. 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 cross chocked with a Butt at each end of the chock. The Main Keelson is Eng oak and free from all defects. The False Keelson is Eng oak The Deck Beams consist of Scalpe The Hold Beams of Scalpe The Knees of Eng oak

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is Scalpe From the above named Height to the Light Water Mark Scalpe From the Light Water Mark to the Wales Scalpe The Wales and Black-strakes are Scalpe The Topsides Scalpe The Sheer-strakes Scalpe and Plank-sheers Scalpe The Water-ways Scalpe The Decks Scalpe State of Scalpe The Shifts of the Planking are not less than 5 Feet Scalpe 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 Scalpe between

**Planking Inside.**—The Limber-strakes are Scalpe the Bilge Planks Scalpe The Ceiling, Lower Hold, Scalpe Between Decks Scalpe Shelf. Pieces Scalpe Clamps Scalpe

**Fastenings.**—To Hold Beams Scalpe Deck Beams Scalpe

Number of Breasthooks Seven Pointers Scalpe Crutches Scalpe Butts End Bolts are of Scalpe in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes all bolted through and clenched. Treenails of Scalpe How Made Scalpe General Quality of Workmanship very good

We certify that the preceding is a correct description of the above-named Vessel,  
Builder's Signature John Watson Surveyor's Signature Thos. B. Ames



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

| She has SAILS.             |                          | CABLES, &c.                 |          | ANCHORS, and their weights. |                  |           |
|----------------------------|--------------------------|-----------------------------|----------|-----------------------------|------------------|-----------|
| N <sup>o</sup> .           |                          |                             | Fathoms. | Inches.                     | N <sup>o</sup> . | Weight.   |
| 2                          | Fore Sails,              | Chain .....                 | 270      | 1 1/2                       | Bower, .....     | 3 29.2.14 |
| 2                          | Fore Top Sails,          | Hempen Stream Cable .....   | 70       | 8 1/2                       |                  | 27.0.21   |
| 2                          | Fore Topmast Stay Sails, | Hawser .....                | 70       | 1                           | Stream, .....    | 26.3.14   |
| 1                          | Main Sails,              | Towlines .....              | 20       | 6 1/2                       |                  | 6.3.26    |
| 2                          | Main Top Sails,          | Warp .....                  | 20       | 5 3/4                       | Kedge, .....     | 1 3.1.22  |
| and <u>others as usual</u> |                          | All of <u>good</u> quality. |          |                             |                  |           |

Her Standing and Running Rigging 11 of hemp sufficient in size and good in quality.

She has One Long Boat and Two others

The present state of the Windlass is good Capstan 1 Which Rudder good Pumps Two Metal  
Patent

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

The whole of the exterior of this ship, decks included, is fastened with  
yellow metal to the entire exclusion of iron  
John Watson

was regularly surveyed during the building

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed B. A. 1.

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

John Watson Special .....£ 33: --: --

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

Committee's Minute 30th Sept 1851

Character assigned A 1 in 13



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Foundation