

No. 4642 Survey held at Sunderland Date 27 February 1852
on the Ship Master J. Hay
Tonnage Old 590 New 713 Built at Sunderland When built 1852
By whom built Arrow Lithhead Owners J. Hay
Port belonging to _____ Destined Voyage _____

If Surveyed while Building, Afloat, or in Dry Dock During Building

Length aloft	134	6	Extreme Breadth	30	Depth of Hold	20	6
Scantlings of Timber.							
Room and Space	30	Inches.	Inches.	Inches.	Thickness of Plank.		
Floors	sided 13 1/4	Moulded 13 1/4			Outside.		
1st Foothooks	11	11			Keel to Bilge	3 1/2	
2nd Ditto	10	10			Bilge Planks	5	
3rd Ditto	9	8 5/4			Bilge to Wales	4	
Top Timbers	8 3/4	8 5/4			Wales	5 1/4	
Deck Beams N° 25	Average Space 4 ft 9	10 1/2	9 7/2		Short Hoods	4	
Hold Beams N° 22	Average Space 4 ft 6	13 1/4	13 1/4	10 1/2	Topsides	3 1/4	
Keel	13 1/4	13 1/4	13 1/4		Sheer Strakes	4 1/4	
Keelsons	14 1/4	14 1/4	14 1/4		Plank Sheers	4	
Scarphs of Ditto	7 feet				Water-Ways	6	
Size of Bolts in Fastenings, distinguishing whether Copper or Iron.							
Heel-Knee, and Deadwood abaft	Copper 1 1/4	Iron 1 1/4	Transoms and throats of Hooks	Copper 1 1/8	Iron 1 1/8	Lower Pintle of the Rudder	Copper 3 1/2
Scarphs of Keel N° 8	Copper 1 1/4	Iron 1 1/4	Arms of Hooks	Copper 1 1/8	Iron 1 1/8	Hold Beam	Copper 1 1/8
Floor Timber Bolts	Copper 1 1/8	Iron 1 1/8	Bolts thro' Bilge & Limber Strakes	Copper 7/8	Iron 7/8	Deck Beam	Copper 7/8
Kelson ditto	Copper 1 1/8	Iron 1 1/8	Butt End Bolts	Copper 3/4	Iron 3/4		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, consist of Teak & English Oak and are free from all defects. The Space between Knight Heads, Hawse Timbers, and Deadwood, of English Oak the Transoms, Aprons, and are free from all defects. The Floors consist of English Oak The First Foothooks of English Oak Timber. The Second Foothooks of English Oak The Third Foothooks of English Oak The Top Timbers of English Oak The Shifts of the first and second Foothooks are not less than 4 ft 6 in N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 5 & 6 feet 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 & sound The alternate Frames are 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 all chocked with it Butt at each end of the chock. The Main Keelson is E. I. Teak and free from all defects. The False Keelson is Teak The Deck Beams consist of Teak & English Oak The Hold Beams of Teak & English Oak The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is American Elm From the above named Height to the Light Water Mark Foreign white Oak From the Light Water Mark to the Wales Teak & English Oak The Wales and Black-strakes are Teak & English Oak The Sheer-strakes Teak & English Oak and Plank-sheers Teak The Topsides East. I. Teak The Decks Yellow Pine The Water-ways E. I. Teak The Shifts of the Planking are not less than 5 Feet _____ Inches. State of Good 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 Teak & English Oak the Bilge Planks E. I. Teak The Ceiling, Lower Hold, Teak & English Oak Between Decks E. I. Teak Shelf Pieces _____ Clamps East. I. Teak

Fastenings.—To Hold Beams Horizontal Iron Staple Nails & 14 Pair of Vertical Rider Nails Deck Beams Horizontal Iron Staple Nails & 22 Pair of Vertical Staple Standard Nails Number of Breasthooks Six Pointers Two Crutches One Butts End Bolts are of Yellow Metal in the Bottom, and Bolt in each Butt End through and clenched. Bilge and Limber Strakes 4 in & are bolted through and clenched. Treenails of English Oak Now Made of Iron General Quality of Workmanship generally good, but some of the Iron Nails, roughly fitted

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature _____ Surveyor's Signature Robt Fowler

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 .	Weight.
	Fore Sails,	Chain	270	1 1/2	Bower,	3	28" 3" 4
	Fore Top Sails,	Hempen Stream Cable	90	8 1/2			27" 2" 10
	Fore Topmast Stay Sails,	Hawser <u>Chain</u>	60	1	Stream,	1	26" 2" 5
	Main Sails,	Towlines	75	6 1/2			5" 1" 0
	Main Top Sails,	Warp	90	5 1/2	Kedge,	1	2" 0" 7
and		All of <u>good</u> quality.					

Her Standing and Running Rigging New Hemp & Line sufficient in size and apparently good in quality.

She has at Long Boat and Yard & Quarter boat

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

General Remarks—Statement and Date of Repairs.

This Vessel is thoroughly fastened with Yellow Metal bolts in all her bindings and External fastenings to the entire exclusion of Iron including the Nails in the flat of the upper deck.

There being a deficiency of Bolt bolts in this Vessel Mr John Hay proposed to have that deficiency made good in London, and to call the London Survey attention thereto. Therefore if that has been completed the Vessel can be recommended for the 13 years class.
Robt Fowler

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed _____

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

Order No 186 Special£ 29 : 10 : " } See Fee list
Jan. & Feb.

Certificate (if required)£ " : 10 : "

Committee's Minute 8 April 1852

Character assigned A 1 for 13 years



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