

No. 472 Survey held at Sunderland Date 7<sup>th</sup> January 1852  
 on the Ship Now the Colinda Master W<sup>m</sup> Day  
 Tonnage Old 463 Built at Sunderland When built 1852  
 By whom built Andrew Deithard Owners W<sup>m</sup> Day  
 Port belonging to \_\_\_\_\_ Destined Voyage \_\_\_\_\_

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

Length aloft	123	Feet. Inches.	Extreme Breadth	28	6	Feet. Inches.	Depth of Hold	19	6	Feet. Inches.
<b>Scantlings of Timber.</b>										
Room and Space	27	Inches.								
Floors	13	sided	Moulded	13	Inches.					
1 <sup>st</sup> Foothooks	11	"	"	11	"					
2 <sup>nd</sup> Ditto	10	"	"	10	"					
3 <sup>rd</sup> Ditto	9	"	"	7 1/2	5					
Top Timbers	9	"	"	7 1/2	5					
Deck Beams N <sup>o</sup> 23	10	Average Space		4 ft 9						
Hold Beams N <sup>o</sup> 20	13	Average Space		4 ft 6						
Keel	13	"	"	15	10					
Keelsons	14 1/2	"	"	15						
Scarphs of Ditto	7 feet									
<b>Thickness of Plank.</b>										
<b>Outside.</b>										
Keel to Bilge	3 1/2	Inches.								
Bilge Planks	4 1/2									
Bilge to Wales	4									
Wales	5									
Short Hoods	4									
Topsides	3									
Sheer Strakes	4									
Plank Sheers	4									
Water-Ways	14									
Upper Deck	3 1/2									
<b>Inside.</b>										
Limber Strakes	4	Inches.								
Bilge Planks	5									
Ceiling in Flat	3									
Ditto Bilge to Clamp	3									
Hold Beam Clamps	4									
Deck Beam Ditto	3 1/2									
Ceiling 'twixt Decks	2 1/2									
Hold Beam Shelves	1									
Deck Beam Ditto	1									

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

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 5 1/2 Inches. The Stem, Stern Post, consist of Teak & English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak 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 ft 6 in. 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 A Butt at each end of the chock. The Main Keelson is S. I. Teak and free from all defects. The False Keelson is —. The Deck Beams consist of English Oak & Teak The Hold Beams of English Oak & Teak 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 & Teak. From the Light Water Mark to the Wales English Oak & Teak. The Wales and Black-strakes are Teak & English Oak. The Topsides Teak. The Sheer-strakes Teak & English Oak and Plank-sheers S. I. Teak. The Water-ways S. I. Teak. The Decks Good 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 S. I. Teak the Bilge Planks Teak & English Oak. The Ceiling, Lower Hold, Teak & English Oak Between Decks S. I. Teak. Shelf Pieces — Clamps Teak & English Oak.

**Fastenings.**—To Hold Beams Horizontal Staple Nails & 11 Pair of Vertical do

Deck Beams Horizontal Staple Nails & 18 Pair of Vertical and Staple Standard Nails  
 Number of Breasthooks seven Pointers two Crutches two  
 Butts End Bolts are of yellow metal in the Bottom, and 4 Bolt in each Butt End through and clenched.  
 Bilge and Limber Strakes 4 in & 6 in bolted through and clenched. Treenails of — How Made —  
 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 \_\_\_\_\_

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.
	Fore Sails,	Chain .....			Bower, .....	
	Fore Top Sails,	Hempen Stream Cable .....			Stream, .....	
	Fore Topmast Stay Sails,	Hawser .....			Kedge, .....	
	Main Sails,	Towlines .....				
	Main Top Sails,	Warp .....				
	and	All of _____ quality.				

*at full  
sail*

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

She has at Long Boat and Yawl & 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 was intended for the 13 year grade, but in consequence of the deviation from the prescribed Rules, I beg to leave it to the Committee to determine the Class -*

*In the first place there are several Iron bolts in the Transom knees & Pointers and also in the Vertical knees under the Poop Beams where Copper or Mixed Metal is required -*

*2<sup>nd</sup>ly The bolts in Horizontal knees of the Hold Beams are some an eighth and some a sixteenth less diameter than the Rules require, and the bolts in the Keel knee abaft are one eighth less -*

*Rob<sup>t</sup> Fowler -*

*I was on board this ship with Mr W<sup>m</sup> Hay on Wednesday the 24<sup>th</sup> inst and pointed out to him at his request the deviations from the Rules - and he then expressed his intention of doing every thing that would be required to obtain the desired Class - Please therefore to give me instruction if I can proceed any further in this matter -*

If Sheathed, Doubled, Felted, or Coppered Yellow Metal to boiler When last done 1852

I am of opinion this Vessel should be Classed \_\_\_\_\_

The Amount of the Fee.....£ 55: - : - is received by me,  
Special .....£ 23: 3 : - *Bill 111 L 184/2 (Mines Act)*

Certificate (if required) .....£ : :

Committee's Minute 16<sup>th</sup> April 1853

Character assigned for 13 Year  
*[Signature]*

