

No. 425 Survey held at Sunderland Date 5 April 1852  
on the Ship Master John Bay  
Tonnage Old 1049 Built at Sunderland When built 1852  
By whom built M. W. Pile jun. Owners John Bay  
Port belonging to Sunderland Destined Voyage   
If Surveyed while Building, Afloat, or in Dry Dock in the Building

Length aloft	Feet. 102 Inches. 6	Extreme Breadth	Feet. 34 Inches. 6	Depth of Hold	Feet. 22 Inches. 2
<b>Scantlings of Timber.</b>					
Room and Space	Inches. 31	Inches. Middle	Inches. Ends	<b>Thickness of Plank.</b>	
Floors	sided 11 3/4	Moulded 14 3/4	13 1/4	<b>Outside.</b>	
1st Foothooks	13 1/4	13 1/4	-	Keel to Bilge	Inches. 4
2nd Ditto	13 1/4	13 1/4	-	Bilge Planks	4
3rd Ditto	11 1/4	-	-	Bilge to Wales	5
Top Timbers	11	-	7 1/4	Wales	6
Deck Beams No. 39	Average Space 4-5	11 1/4	10	Short Hoods	4 1/2
Hold Beams No. 29	Average Space 4-6	14 1/2	11 1/2	Topsides	5
Keel	15	16	-	Sheer Strakes	5
Keelsons	10	10	-	Plank Sheers	5
Scarphs of Ditto	10 1/2	-	-	Water-Ways	10 1/2
				Upper Deck	4
				<b>Inside.</b>	
				Lumber Strakes	14 1/2
				Bilge Planks	7
				Ceiling in Flat	3 1/4
				Ditto Bilge to Clamp	4
				Hold Beam Clamps	6
				Deck Beam Ditto	10 1/2
				Ceiling 'twixt Decks	3
				Hold Beam	13 1/2
				Deck Beam Ditto	

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

Heel-Knee, and Deadwood abaft	Copper 1 1/2 Iron 1 3/4	Transoms and throats of Hooks	Copper 1 1/2 Iron 1 3/4	Lower Pintle of the Rudder	Copper 1 1/2 Iron 1 3/4
Scarphs of Keel No. 8 & 10	1 1/4	Arms of Hooks	1 1/4	Hold Beam	1 1/2
Floor Timber Bolts	1 3/4	Bolts thro' Bilge & Lumber Strakes	1 1/2	Deck Beam	1 1/2
Kelson ditto	1 3/4	Butt End Bolts	1 1/2		

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, consist of Teak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English oak and are app<sup>r</sup> 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 17 of breadth 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 unusually free from sap, and from thence downwards, the frame is of the very best description 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 Green heart & Teak and free from all defects. The False Keelson is Green heart The Deck Beams consist of Teak, except 2 of Eng<sup>l</sup> oak The Hold Beams of Teak, except 2 of heart The Knees of Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is Ames<sup>d</sup> elm From the above named Height to the Light Water Mark Dan<sup>c</sup> & Hottin oak From the Light Water Mark to the Wales Teak, Green heart & Eng<sup>l</sup> oak The Wales and Black-strakes are Teak & Eng<sup>l</sup> oak at ends The Topsides Teak & Eng<sup>l</sup> oak ends The Sheer-strakes Teak, Eng<sup>l</sup> oak ends and Plank-sheers Teak The Water-ways Teak & Eng<sup>l</sup> oak ends The Decks Yellow Pine State of perfectly good & well seasoned The Shifts of the Planking are not less than 5 to 6 Feet 6 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 between

**Planking Inside.**—The Lumber strakes are Sister Kelsons are G heart the Bilge Planks G heart, Teak, & Eng<sup>l</sup> oak The Ceiling, Lower Hold, G heart, Teak & Eng<sup>l</sup> oak Between Decks Teak Shelf Pieces Teak & Eng<sup>l</sup> ends Clamps Teak & Eng<sup>l</sup> at ends

**Fastenings.**—To Hold Beams Ten pair of long rider knees, and eight pair of iron riders not connected as knees, all bolted through the floors as p<sup>r</sup> Rule, also eight pair of iron hanging knees, (the aforesaid are all below the beams) the two horizontal knees all fore and aft between the beams Deck Beams Six horizontal knees all fore and aft, sixteen pair of iron staple standard knees down to the lower beams, and sixteen pair of iron hanging knees in addition to the aforesaid Number of Breasthooks Eight Pointers None Crutches four pair, Transom knees 4 pair Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Lumber Strakes are bolted through and clenched. Treenails of Eng<sup>l</sup> oak & string How Made Turned General Quality of Workmanship of the very best quality

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

Builder's Signature Wm Pile jun

Surveyor's Signature Thomas Lawrence



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.
<i>Will have not left than two full suits of sails</i>	Fore Sails,	Chain .....	300 17 1/2	Bower, .....	3 44.3.19
	Fore Top Sails,	Hempen Stream Cable .....	80 9		43.3.10
	Fore Topmast Stay Sails,	Hawser .....	70 1 1/2	Stream, .....	1 39.3.25
	Main Sails,	Towlines .....	80 7 1/2		7.2.14
	Main Top Sails,	Warp & .....	80 5	Kedge, .....	1 2.2.17
and		All of <u>good</u> quality.			

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

She has 1 Long Boat and three or four ~~stulls~~

The present state of the Windlass is sound Capstan sound Rudder and Pumps all good, and sufficient

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

*The whole of the Bolts of the external fastenings, also  
the nails of the plating of the upper deck, are of mixed  
metal to the entire exclusion of iron, in conformity with  
the Rules. Sec<sup>n</sup> 46, as required for the 13 years grade.*

*Wm Pile*

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

I am of opinion this Vessel should be Classed B & A

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

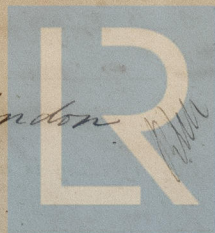
*Drawn to order* Special .....£ 52: 9: "

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

Committee's Minute 20<sup>th</sup> April 1852

Character assigned 1 m 13

*+ Mr May will call for the certificate in London*



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Foundation