

Rec 13/5/20 1852

No. 4750 Survey held at Sunderland Date 21<sup>st</sup> April  
on the Bk "Queen of the wave" Master \_\_\_\_\_  
Tonnage Old 446 Built at Sunderland When built 1852  
By whom built W. Wilkinson Owners Thos Young  
Port belonging to Sunderland Destined Voyage Aden  
If Surveyed while Building, Afloat, or in Dry Dock During Building

Length aloft 122 Feet. 12 Inches. Extreme Breadth 28 Feet. 8 Inches. Depth of Hold 19 Feet. 1 Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	12 1/2	Moulded	12 1/2	Keel to Bilge	3	Limber Strakes	3 3/4
1 <sup>st</sup> Foothooks.....	11	"	10 3/4	Bilge Planks	4 1/2	Bilge Planks	4 1/2
2 <sup>nd</sup> Ditto.....	10 1/2	"	9 1/2	Bilge to Wales	3 1/2	Ceiling in Flat	2 1/2
3 <sup>rd</sup> Ditto.....	9 1/2	"	8 5/2	Wales	5	Ditto Bilge to Clamp	3
Top Timbers	9	"	8 5/2	Short Hoods	4	Hold Beam Clamps	4
Deck Beams N <sup>o</sup> <u>24</u> Average Space <u>4 feet 9</u>	9 1/2	"	9 6 1/2	Topsides	3	Deck Beam Ditto	3
Hold Beams N <sup>o</sup> <u>19</u> Average Space <u>4 feet 6</u>	12	"	12 10	Sheer Strakes	3 1/2	Ceiling 'twixt Decks	2 1/2
Keel	13	"	13 1/2	Plank Sheers	3 3/4	Hold Beam Shelves	1
Keelsons	12 1/2	"	13 1/2	Water-Ways	5	Deck Beam Ditto	4
Scarphs of Ditto	6 feet			Upper Deck	3		

Rider do - 12 1/2 by 9 Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

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

**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 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 1/7 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 well free from sap, and from thence downwards, the frame is well squared Hound 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 1/4 of the entire moulding at that place. The Frame is all chocked with no Butt at each end of the chock. The Main Keelson is E. I. Teak and free from all defects. The False Keelson is American Oak The Deck Beams consist of English & African The Hold Beams of English & African The Knees of Iron & English Oak

**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 African & English Oak The Wales and Black-strakes are African & English Oak The Topsides E. I. Teak The Sheer-strakes Teak & English Oak and Plank-sheers E. I. Teak The Water-ways E. I. Teak The Decks Yellow Pine State of Good The Shifts of the Planking are not less than 5 Feet 0 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 Stettin Oak the Bilge Planks Stettin Oak The Ceiling, Lower Hold, Stettin Oak Between Decks Stettin Oak Shelf Pieces — Clamps Stettin Oak

**Fastenings.**—To Hold Beams Horizontal Staple Knees & 9 Pair of Vertical do Deck Beams Horizontal Wood Knees & 16 Pair of Vertical & Staple Standard Knees Number of Breasthooks Five 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 4 m & one bolted through and clenched. Treenails of English Oak How Made Circular 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 Towles



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>A full suit of Sails</i>	Fore Sails,	Chain .....	240 17/16	Bower, .....	3 <i>20-100</i>
	Fore Top Sails,	Hempen Stream Cable .....	75 8 3/4	Stream, .....	18-100
	Fore Topmast Stay Sails,	Hawser <i>Chain</i> .....	60 7/8		18-100
	Main Sails,	Towlines .....	75 6	Kedge, .....	4-2-10
	Main Top Sails,	Warp .....	75 5		2-2-0
and - -		All of <u>good</u> quality.			

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

She has A 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.**

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

I am of opinion this Vessel should be Classed 10 A 1 Robt Fowler

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

Special .....£ " : " : "

Certificate (if required) .....£ " : 10 : " to be called for in London

Committee's Minute 14 May 1852  
Character assigned A 1

