

No. 4700 Survey held at Sunderland Date 10th May Rec 20/5/52
 on the Ship "Seniramis" Master Edward Thomas Millbank
 Tonnage Old 300 Built at Sunderland When built 1852
 by whom built Arrow Leithard Owners Marshall & Fiddell
 Port belonging to South Shields Destined Voyage Aden
 If Surveyed while Building, Afloat, or in Dry Dock During Building

Length aloft	108	Feet. Inches.	Extreme Breadth	24 6	Feet. Inches.	Depth of Hold	15 6	Feet. Inches.
Scantlings of Timber.			Thickness of Plank.					
Room and Space	24	Inches.	Keel to Bilge	2 1/2	Inches.	Limber Strakes	3 1/2	Inches.
Floors	10 1/2	Moulded	Bilge Planks	4		Bilge Planks	4	
1 st Foothooks	9	"	Bilge to Wales	3		Ceiling in Flat	2 1/2	
2 nd Ditto	8 1/2	"	Wales	4 1/2		Ditto Bilge to Clamp	3	
3 rd Ditto	8	"	Short Hoods	3 1/2		Hold Beam Clamps	3 1/2	
Timbers	7 1/2	"	Topsides	2 1/2		Deck Beam Ditto	3	
Deck Beams N ^o 22	4 feet 2	Average Space	Sheer Strakes	3 1/2		Ceiling 'twixt Decks	2 1/4	
Hold Beams N ^o 14	4 feet 8	Average Space	Plank Sheers	3 1/2		Hold Beam Shelves	-	
Keel	11	"	Water-Ways	4		Deck Beam Ditto	-	
Keelsons	11	"	Upper Deck	3				
Scarphs of Ditto	5 feet 6 in.	"						

Riders do 11 by 7

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.									
Heel-Knee, and Deadwood abaft	1 1/8	Copper Inches.	Transoms and throats of Hooks	1	Iron Inches.	Lower Pintle of the Rudder	3	Cop per Inches.	Iron Inches.
Scarphs of Keel N ^o 8	7/8		Arms of Hooks	7/8	7/8	Hold Beam	1	1	7/8
Floor Timber Bolts	-		Bolts thro' Bilge & Limber Strakes	3/4		Deck Beam	-	-	-
Kelson ditto	1		Butt End Bolts	1 1/16					

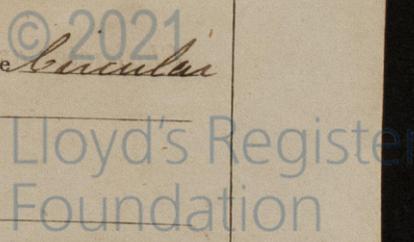
Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, consist of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak and are free from all defects. 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 1/4 of the 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 & 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 1/4 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 Iron Bolt and free from all defects. The False Keelson is Iron Bolt. The Deck Beams consist of English Oak The Hold Beams of English Oak The Knees of English Oak & 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 Stettin & English Oak. From the Light Water Mark to the Wales Teak & African & English Oak. The Wales and Black-strakes are Iron Bolt & English Oak The Topsides Teak & English Oak. The Sheer-strakes Teak & African & English Plank-sheers Teak The Water-ways Teak & English Oak. The Decks 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 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 wood & Iron Staple Horizontal Knees & 10 Pair of Vertical Rider Knees. Deck Beams Horizontal wood Knees & 16 Pair of Vertical & Staple Standard Knees. Number of Breasthooks Six Pointers two Crutches two. Butts End Bolts are of Yellow Metal in the Bottom, and 1 Bolt in each Butt End through and clenched. Bilge and Limber Strakes Y.M. & Iron 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 Rob. Lowther



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.
2	Fore Sails,	Chain	200 15/16	Bower,	8 15.2.14
2	Fore Top Sails,	Hempen Stream Cable	80 8		16.0.21
2	Fore Topmast Stay Sails,	Hawser	70 13/16	Stream,	14.2.21
1	Main Sails,	Towlines	80 5/4		5.0.0
2	Main Top Sails,	Warp	80 4 1/2	Kedge,	1 2.0.6
and <u>Gibs & Top falls &c</u>		All of <u>good</u> quality.	80 5 1/2		

Her Standing and Running Rigging is new Hemp & Cu sufficient in size and Apparently good in quality.

She has A Long Boat and Yard & Mast

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

General Remarks—Statement and Date of Repairs.

If Sheathed, Doubled, Felted, or Coppered Yellow Metal to water When last done 1852 May 11

I am of opinion this Vessel should be Classed N.A.S. Port Towler

The Amount of the Fee.....£ 4 : " : " is received by me,

Order for 200 Special£ 15 : " : "

Certificate (if required)£ " : 10 : " to be forwarded to Mr. Wm. Piddell

Committee's Minute 21 May 1852 36. Rapping Street

Character assigned A 1 M 10
