

No. 4899 Survey held at Sunderland Date 7 Jan Rec 22/1/53 4, 1853
on the Barque "Swanley" Master Martin Brooks
Tonnage Old 350 Built at Sunderland When built 1853
By whom built W. Clark for W. Briggs Owners J. Shepherd
Port belonging to London Destined Voyage London & New Jamaica
If Surveyed while Building, Afloat, or in Dry Dock During Building

Length aloft 108 6 Feet. Inches. Extreme Breadth 25 4 Feet. Inches. Depth of Hold 15 9 Feet. Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	<u>1 1/2</u>	Moulded	<u>1 1/2</u>	Keel to Bilge	<u>3</u>	Limber Strakes	<u>3 1/2</u>
1st Foothooks.....	<u>8 1/2</u>	"	<u>9</u>	Bilge Planks	<u>4 1/2</u>	Bilge Planks	<u>3 1/2</u>
2nd Ditto.....	<u>8 1/2</u>	"	<u>8</u>	Bilge to Wales	<u>3 1/2</u>	Ceiling in Flat	<u>2 1/2</u>
3rd Ditto.....	<u>8</u>	"	<u>7 4/8</u>	Wales	<u>4 3/4</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Top Timbers	<u>8</u>	"	<u>7 4/8</u>	Short Hoods	<u>3 3/4</u>	Hold Beam Clamps	<u>3 1/2</u>
Deck Beams N° <u>27</u> Average Space <u>4 feet 2 in</u>	<u>9</u>	"	<u>9 6</u>	Topsides	<u>2 3/4</u>	Deck Beam Ditto	<u>3</u>
Hold Beams N° <u>16</u> Average Space <u>4 feet 8 in</u>	<u>11</u>	"	<u>11 9</u>	Sheer Strakes	<u>3 3/4</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Keel	<u>1 1/2</u>	"	<u>13</u>	Plank Sheers	<u>3 1/2</u>	Hold Beam Shelves	<u>5</u>
Keelsons	<u>13</u>	"	<u>14</u>	Water-Ways	<u>5</u>	Deck Beam Ditto	<u>5</u>
Scarphs of Ditto <u>16 feet</u>				Upper Deck	<u>3</u>		

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 <u>1 1/8</u>		Transoms and throats of Hooks .. <u>1</u>		Lower Pintle of the Rudder <u>3 1/8</u>	
Scarphs of Keel.....N° <u>8</u> <u>7/8</u>		Arms of Hooks <u>7/8</u>		Hold Beam <u>1</u>	
Floor Timber Bolts <u>1</u>		Bolts thro' Bilge & Limber Strakes <u>3/4</u>		Deck Beam <u>1 3/16</u>	
Kelson ditto <u>1</u>		Butt End Bolts <u>5/8</u>			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 5 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 1/2 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 & 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 Greenheart and free from all defects. The False Keelson is

The Deck Beams consist of African & English Oak The Hold Beams of Greenheart & African 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 White Oak & Greenheart

From the Light Water Mark to the Wales English Oak & Greenheart

The Wales and Black-strakes are African, English Oak & Greenheart The Topsides African & Greenheart

The Sheer-strakes African and Plank-sheers African & English The Water-ways African & Greenheart

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 Greenheart the Bilge Planks Greenheart & African

The Ceiling, Lower Hold, Greenheart & African Between Decks Greenheart

Shelf Pieces Clamps Greenheart & African

Fastenings.—To Hold Beams Horizontal Staple Knees & 3 Pair of Vertical do

Deck Beams Horizontal Staple Knees & 16 Pair of Vertical Staple Standard do

Number of Breasthooks four 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 meters are bolted through and clenched. Treenails of English Oak How Made Greenheart

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 Forster

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	240	13/8	Bower,	3	16.2. -
2	Fore Top Sails,	Hempen Stream Cable	80	8 1/4			15.2. 10
2	Fore Topmast Stay Sails,	Hawser	90	7/8	Stream,	1	4.2. 6
1	Main Sails,	Towlines	80	5 3/4			
1	Main Top Sails,	Warp	80	4 3/4	Kedge,	1	1.3.0
and <u>Top Gallant Sails &c</u>		All of <u>good</u> quality.					

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

She has A Long Boat and 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 fastened with Yellow Metal Bolt in all her external fastenings & Principal binding, to the entire exclusion of Iron, including the Nails in the flat of the upper deck

R Fowler

If Sheathed, Doubled, Felted, or Coppered Yellow Metal to water When last done 1853

I am of opinion this Vessel should be Classed 13. A. 1 Robt Fowler

The Amount of the Fee.....£ 4 : - : - is received by me, 26/1/53

Order No. 240 Special£ 17 : 10 : " paid

Certificate (if required)£ : :

Committee's Minute 28th Jan 1853

Character assigned A 1 13 Jan Gu



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