

932 No. 5303 Survey held at Sunderland Date 2 January 1854
on the Ship "Spirit of the Age" Master J. H. Heaton
Tonnage Old 878 Built at Sunderland When built 1st Dec 1853
By whom built J. H. Heaton Owners J. A. Gibb.
Port belonging to London Destined Voyage Australia.
If Surveyed while Building, Afloat, or in Dry Dock in building

Length aloft 113 Feet. 3 Inches. Extreme Breadth 32 Feet. 3 Inches. Depth of Hold 10 Feet. 6 Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors	14	Moulded	14	Keel to Bilge	4	Limber Strakes	4 3/4
1 st Foothooks	12	"	12	Bilge Planks	4	Bilge Planks	4 3/4
2 nd Ditto	11 1/4	"	11 1/4	Bilge to Wales	4	Ceiling in Flat	3 1/2
3 rd Ditto	10	"	10	Wales	5 1/2	Ditto Bilge to Clamp	3 1/4
Top Timbers	9 1/2	"	9 1/2	Short Hoods	3 1/2	Hold Beam Clamps	10 1/2 x 4
Deck Beams N ^o 33	9 3/4	"	9 3/4	Topsides	4 1/4	Deck Beam Ditto	4 1/2
Hold Beams N ^o 27	13 1/4	"	13 1/4	Sheer Strakes	4 1/4	Ceiling 'twixt Decks	4
Keel	14 1/2	"	14 1/2	Plank Sheers	4 1/4	Hold Beam Sheers	5 1/2
Keelsons	14 1/2	"	14 1/2	Water-Ways	10 1/2	Deck Beam Ditto	4 1/2
Scarphs of Ditto	14 1/2	"	14 1/2	Upper Deck	3 1/2		

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 1/16	Transoms and throats of Hooks	1 3/16	Lower Pintle of the Rudder	3 1/2
Scarphs of Keel.....N ^o 1	1 1/16	Arms of Hooks	1 1/16	Hold Beam	1 3/16
Floor Timber Bolts	1 3/16	Bolts thro' Bilge & Limber Strakes	4/11	Deck Beam	1 5/16
Kelson ditto	1 3/16	Butt End Bolts	7/8 & 3/4		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, consist of Eng. oak & Teak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Eng. oak & Teak and are free from all defects. The Floors consist of Eng. oak & two Green Heart The First Foothooks of Eng. oak Timber. The Second Foothooks of Eng. oak The Third Foothooks of Eng. oak The Top Timbers of Eng. oak The Shifts of the first and second Foothooks are not less than 1/4 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 fairly squared from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is fairly squared 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 well chocked with a Butt at each end of the chock. The Main Keelson is Teak and free from all defects. The False Keelson is The Deck Beams consist of Eng. oak & Teak The Hold Beams of Eng. oak, Teak, & Pine The Knees of Eng. oak

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Pine & Elm From the above named Height to the Light Water Mark Teak From the Light Water Mark to the Wales Teak The Wales and Black-strakes are Teak The Topsides Teak The Sheer-strakes Teak and Plank-sheers Teak The Water-ways Teak & Eng. oak The Decks Yellow pine State of good The Shifts of the Planking are not less than Five 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 Pine between

Planking Inside.—The Limber-strakes are Teak the Bilge Planks Teak The Ceiling, Lower Hold, Teak & Eng. oak Between Decks Teak Shelf Pieces Teak Clamps Teak

Fastenings.—To Hold Beams Iron boxing knees, sixteen pair of rider knees below, Deck Beams Wood knees, and an iron boxing knee to each beam end Number of Breasthooks Six Pointers and Crutches Five Butts End Bolts are of Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng. oak & Teak How Made Turned 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 ^o .			Fathoms. Inches.	N ^o .	Weight.
2	Fore Sails,	Chain	270 15/8	3	30.1.14
2	Fore Top Sails,	Hempen Stream Cable	75 9		29.0.22
2	Fore Topmast Stay Sails,	Hawser	60 1 1/4		26.2.8
2	Main Sails,	Towlines	80 6 1/4	1	6.0.24
2	Main Top Sails,	Warp	80 5 1/2		
and <u>these so usual</u>		All of <u>good</u> quality.		1	2.1.0

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

She has 1 Long Boat and two others

The present state of the Windlass is secure Capstan 1 Rudder and Pumps efficient

General Remarks—Statement and Date of Repairs.

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed A.C.P.1

The Amount of the Fee. £ 5: - : - is received by me, TH 6/11/54

No order Special £ 36: 17: -

Certificate (if required) £ - : - : -

Committee's Minute 2nd Dec 1854

Character assigned A



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