

No. 5751 Survey held at Sunderland Date February 3^d 1855
 on the Ship "Sharesbrook" Master Caitness
 Tonnage Old 438 Built at Sunderland When built 1855 Launched January
 By whom built Sykes & Co Owners Barnett & Co
 Port belonging to London Destined Voyage Mediterranean
 If Surveyed while Building, Afloat, or in Dry Dock during Building

Length aloft 124 Feet. 4 Inches. Extreme Breadth 27 Feet. 4 Inches. Depth of Hold 17 Feet. 6 Inches.

Room and Space	Scantlings of Timber.		Thickness of Plank.	
	Inches.	Inches. Middle Ends	Outside.	Inside.
Floors.....sided	12	Moulded 12 1/4 10	Keel to Bilge 3 3/4	Limber Strakes 4
1 st Foothooks.....	10 1/4	9 1/2	Bilge Planks 4	Bilge Planks 4
2 nd Ditto.....	9 3/4	8 1/2	Bilge to Wales 3 3/4	Ceiling in Flat 3
3 rd Ditto.....	8 1/2	7 1/2	Wales 5	Ditto Bilge to Clamp 3
Top Timbers.....	8 1/2	6 5/8	Short Hoods 3 1/2	Hold Beam Clamps 5.4
Deck Beams N ^o <u>20</u> Average Space } <u>4 1/2</u>	9	9 1/4	Topsides 4	Deck Beam Ditto 4
Hold Beams N ^o <u>17</u> Average Space } <u>4 5/8</u>	12	12 10/16	Sheer Strakes 4	Ceiling 'twixt Decks 2 3/4
Keel.....	13 1/2	15	Plank Sheers 4	Hold Beam <u>Sharesbrook</u> 5
Keelsons.....	14	25	Water-Ways 5 1/2	Deck Beam Ditto "
Scarphs of Ditto.....	6 feet		Upper Deck 3 1/4	

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

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	1 1/4		Transoms and throats of Hooks ..	1 1/8	
Scarphs of Keel.....N ^o 8	1 5/16		Arms of Hooks ..	1 5/16	
Floor Timber Bolts	"		Bolts thro' Bilge & Limber Strakes	1 3/16	
Kelson ditto	1 1/8		Butt End Bolts	3/4	
			Lower Pintle of the Rudder		3
			Hold Beam		1 1/8, 1 1/16
			Deck Beam		1 5/16, 7/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2.14 Inches. The Space between the Top-timbers is 3.7 Inches. The Stem, Stern Post, consist of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Eng Oak and are appx free from all defects. The Floors consist of Foreign Oak The First Foothooks of Red Pine 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 1/2 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 totally 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 1/4 of the entire moulding at that place. The Frame is cop chocked with no Butt at each end of the chock. The Main Keelson is Amey Oak and free from all defects. The False Keelson is Amey Oak The Deck Beams consist of Hettin & Eng Oak The Hold Beams of Hettin Oak The Knees of Eng Oak

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Red Pine From the above named Height to the Light Water Mark Elm Beech & Oak From the Light Water Mark to the Wales Hettin Oak The Wales and Black-strakes are Hettin Oak The Topsides Hettin Oak The Sheer-strakes Hettin Oak and Plank-sheers Hettin Oak The Water-ways Hettin Oak The Decks Red Pine State of _____ 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 3 between _____

Planking Inside.—The Limber-strakes are Hettin Oak the Bilge Planks Hettin Oak The Ceiling, Lower Hold, Hettin Oak Between Decks Hettin Oak Shelf Pieces _____ Clamps Hettin Oak

enings.—To Hold Beams Iron Laying Pieces Spunkettin & Clamps Bolted through 10 pair of Spanning Pieces & 5 pair of Knee Pieces Deck Beams Iron Laying Pieces 5 pair of Standards and 12 pair of Iron Spanning Pieces Number of Breasthooks Five Pointers One pair Two Iron Crutches Three Pearson Keel Butts End Bolts are of 4 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 How Made Round General Quality of Workmanship fair

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature Sykes Tallot & Sykes Surveyor's Signature Thos. G. Mueh

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 17/16	Bower,	3 18.0.0
1	Fore Top Sails,	Hempen Stream Cable	75 8		17.2.0
2	Fore Topmast Stay Sails,	Hawser	60 15/16	Stream,	1 5.0.0
1	Main Sails,	Towlines	45 6		
2	Main Top Sails,	Warp	75 5	Kedge,	1 1.0.0
and <u>thus as usual</u>		All of <u>good</u> quality.			

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

She has One Long Boat and Two others

The present state of the Windlass is good ~~Capstan~~ Winch Rudder good Pumps Two Metal
patent

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 S. A. 1.

The Amount of the Fee.....£ 5 : " : " is received by me,
No order Special£ 21 : 18 : "

Thos. B. Simey

Certificate (if required)£ - : - : -

Committee's Minute 6th February 1855

Character assigned △ P for 8 Years
L. Q.

Credited

