

No. 5498 Survey held at Sunderland Date February 13 1855 ^{Recd 2/4/35} 5798
 on the Brig "Sir James" Master Boaden
 Tonnage Old 646 Built at Sunderland When built 1855 Launched January
 By whom built John Smith Owners Sir James Taylor
 Port belonging to London Destined Voyage Bombay
 If Surveyed while Building, Afloat, or in Dry Dock During Building

Length aloft 141 Feet 4 Inches. Extreme Breadth 32 Feet 4 Inches. Depth of Hold 19 Feet 6 Inches.

Room and Space	Scantlings of Timber.		Thickness of Plank.	
	Inches.	Inches. Middle Ends	Outside.	Inside.
Floors	13 1/2	13 1/2 11 3/4	Keel to Bilge 4	Limber Strakes 4 1/2
1st Foothooks	11 3/4	10 1/2 moulding at E. & W. head	Bilge Planks 4 1/2	Bilge Planks 4 1/2
2nd Ditto	10 1/2	10	Bilge to Wales 4	Ceiling in Flat 3
3rd Ditto	10 1/2	8 1/2	Wales 5	Ditto Bilge to Clamp 3 1/2
Top Timbers	10	4	Short Hoods 3 1/2	Hold Beam Clamps 4 1/2
Deck Beams N ^o 25 Average Space 49 ft	9 1/2	9 1/2 8	Topsides 4	Deck Beam Ditto 4 1/4
Hold Beams N ^o 23 Average Space 46	12 1/2	12 1/2 11	Sheer Strakes 4	Ceiling 'twixt Decks 3
Keel	14	17	Plank Sheers 4	Hold Beam Spacing 5
Keelsons	16	16	Water-Ways 8 3/4	Deck Beam Ditto "
Scarphs of Ditto	4 feet		Upper Deck 3 1/2	

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2.4 Inches. The Space between the Top-timbers is 2.6 Inches. The Stem, Stern Post, consist of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Eng Oak and are free free from all defects. The Floors consist of Eng & Oak 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 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good The Frame is fairly squared from the first Foothook Heads upwards, and well 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 belted. 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 Seake and free from all defects. The False Keelson is no The Deck Beams consist of Hettin 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 Amur Elm From the above named Height to the Light Water Mark Amur Elm From the Light Water Mark to the Wales Sausy Oak The Wales and Black-strakes are Sausy Oak & Seake The Topsides Sausy Oak The Sheer-strakes Seake and Plank-sheers Sausy Oak The Water-ways Hettin Oak The Decks Y. Pine State of no 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 3 between

Planking Inside.—The Limber-strakes are Sausy Oak the Bilge Planks Sausy Oak The Ceiling, Lower Hold, Sausy Oak Between Decks Sausy Oak Shelf Pieces no Clamps Sausy Oak

Fastenings.—To Hold Beams Iron Lodging Pieces Spunketting & Clamps Bolted through and 11 pair of Iron Lodging Pieces Deck Beams Iron Lodging Pieces and 16 pair of Iron Lodging Pieces Number of Breasthooks Seven & Steinson Pointers One pair Iron Crutch Two Transom Pieces Butts End Bolts are of Y 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 Now Made Round General Quality of Workmanship good

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature John Smith Surveyor's Signature John B. Smiley
 S. Y. F. AND CO., PRINTERS, FARRINGTON STREET, LONDON. SLA932-0203

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,	240	1 1/2	Bower,	25.2.0	
2	Fore Top Sails,	75	4 1/2		25.0.0	
2	Fore Topmast Stay Sails,	60	1	Stream,	24.0.14	
1	Main Sails,	75	6 1/2		5.0.0	
2	Main Top Sails,	75	5 1/2	Kedge,	2.0.0	
and <u>others 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 Wick Rudder good Pumps two metal
patent

General Remarks—Statement and Date of Repairs.

The exterior of this ship including the flat of the deck and the keels of the cant timbers is fastened with yellow metal to the entire exclusion of iron

per John Smith
Surveyor

Builder of 8 year materials

If Sheathed, Doubled, Felted, or Coppered _____

When last done _____

I am of opinion this Vessel should be Classed Q.M.S.

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

no order Special£ 32 : 6 : the

Certificate (if required)£ : :

Pro. B. Sney
20/4/55

Committee's Minute 20th April 1855

Character assigned A 1 for 9 years

W.A.



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