

The Old Tonnage of this vessel is 640, which the owner wishes not to be inserted in Register.

No. 5506 Survey held at Sunderland Date April 2nd 1855
 on the Ship "Flying Bow" Master Hutton
 Tonnage Old _____ Built at Sunderland When built 1855 Launched March
 By whom built John Reed Owners S. Thompson
 Port belonging to Sunderland Destined Voyage Calcutta
 If Surveyed while Building, Afloat, or in Dry Dock during Building

Recd. 14/4/55
 5506
 1855-

Length aloft 147 Feet. 0 Inches. Extreme Breadth 31 Feet. 4 Inches. Depth of Hold 20 Feet. 4 Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	13 1/2	Moulded	13 1/2	Keel to Bilge	4	Limber Strakes	3 1/2
1 st Foothooks	12	"	12	Bilge Planks	5	Bilge Planks	5
2 nd Ditto	10 1/2	"	11	Bilge to Wales	4	Ceiling in Flat	3 1/4
3 rd Ditto	9 3/4	"	10	Wales	5 1/4	Ditto Bilge to Clamp	3 1/2
Top Timbers	9 3/4	"	6 1/2	Short Hoods	3 1/2	Hold Beam Clamps	5 1/2
Deck Beams N ^o 26	Average Space } 4 1/4	"	9 1/2	Topsides	4	Deck Beam Ditto	6
Hold Beams N ^o 23	Average Space } 4 1/6	"	13	Sheer Strakes	4	Ceiling 'twixt Decks	2 1/2
Keel	"	"	14	Plank Sheers	4	Hold Beam Shelves	14 1/4
Keelsons	"	"	16	Water-Ways	5 1/4	Deck Beam Ditto	5
Scarphs of Ditto	"	"	7 feet	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 5/16		Transoms and throats of Hooks	1 3/16		Lower Pintle of the Rudder	3/4	
Scarphs of Keel.....N ^o . 8	1 1/4		Arms of Hooks	1 1/8		Hold Beam	1 1/16	1 1/16
Floor Timber Bolts	4		Bolts thro' Bilge & Limber Strakes	7/8		Deck Beam	1 1/8	1 1/16
Kelson ditto	1 3/16		Butt End Bolts	3/4				

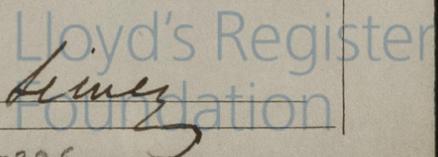
Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2.3 Inches. The Space between the Top-timbers is 4.6 Inches. The Stem, Stern Post, consist of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Eng Oak and are all free from all defects. The Floors consist of Eng & Afr Oak The First Foothooks of Eng Oak Timber. The Second Foothooks of Eng & Afr 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 well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well 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 well chocked with a Butt at each end of the chock. The Main Keelson is Iron Bark and free from all defects. The False Keelson is — The Deck Beams consist of Eng & Afr Oak The Hold Beams of Eng Oak The Knees of Eng Oak

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Ames Elm From the above named Height to the Light Water Mark Sauriy Oak From the Light Water Mark to the Wales Australian Sp Oak & Deake The Wales and Black-strakes are Deake & Eng Oak The Topsides Deake The Sheer-strakes Deake and Plank-sheers Deake The Water-ways Deake & Australian The Decks By 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 Free between

Planking Inside.—The Limber-strakes are Iron Bark the Bilge Planks Sauriy Oak The Ceiling, Lower Hold, Sauriy Oak Between Decks Sauriy Oak Shelf Pieces Australian Clamps Sauriy Oak

Fastenings.—To Hold Beams Iron Lodging Knees, Shep on top, & pair Knee sides and 5 pair Hanging Knees Deck Beams Iron Lodging Knees 15 pair Iron Hanging Knees and 7 pair of Staple Standards Number of Breasthooks Seven & Hemson Pointers Repair Two Iron Crutches Five Pearson Knees Butts End Bolts are of By Meter in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes all bolted through and clenched. Treenails of Eng Oak How 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 McReed Surveyor's Signature Thos. B. Lewis



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 5/8	3	24.0
2	Fore Top Sails,	75	8 3/4		25.0
2	Fore Topmast Stay Sails,	60	1	1	6.0
1	Main Sails,	75	6 1/4		
2	Main Top Sails,	75	5 1/4	1	2.5
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 Whiel Rudder good Pumps Two Metal
Patent

General Remarks—Statement and Date of Repairs.

The exterior of this ship including the Sides of the Cant Ribs and the flats of upper deck is fastened with yellow metal to the entire exclusion of iron

John McRuddy

~~is~~ Sheathed, ~~Dressed, Felted, or Coppered~~ with yellow metal on sides to top of the masts When last done

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

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

Order No. 435 Special£ 32 : : :

Certificate (if required)£ : : : -

Committee's Minute 17th April 1855

Character assigned H.M.S.

Thos. B. Lacey

