

No. 5525 Survey held at Sunderland Date April 23<sup>d</sup> 1855  
 on the Barque "Sebastian" Master J. Ewen  
 Tonnage Old New 348 Built at Sunderland When built 1855 Launched March  
 By whom built John Smith Owners Prop<sup>r</sup> Jas. Joyce & Co  
 Port belonging to London Destined Voyage Mediterranean  
 If Surveyed while Building, Afloat, or in Dry Dock during Building

Length aloft	127	Feet. Inches.	Extreme Breadth	24	Feet. Inches.	Depth of Hold	16	Feet. Inches.
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>					
Room and Space	12 1/2	Inches.	Inches. Middle	Inches. Ends	<b>Outside.</b>	Inches.	<b>Inside.</b>	Inches.
Floors	12	sided	12	Moulded	Keel to Bilge	4	Limber Strakes	4 1/2
1 <sup>st</sup> Foothooks	10	"	10	"	Bilge Planks	4	Bilge Planks	4 1/2
2 <sup>nd</sup> Ditto	9	"	9	"	Bilge to Wales	4	Ceiling in Flat	2 3/4
3 <sup>rd</sup> Ditto	8 1/2	"	8	"	Wales	4 3/4	Ditto Bilge to Clamp	2 3/4
Top Timbers	8	"	6	"	Short Hoods	3 1/2	Hold Beam Clamps	4 1/2
Deck Beams N <sup>o</sup> 25	9	Average Space } 4 3/8	9	1/2	Topsides	3 3/4	Deck Beam Ditto	4
Hold Beams N <sup>o</sup> 16	11 3/4	Average Space } 4 1/2	11 3/4	9 3/4	Sheer Strakes	3 3/4	Ceiling 'twixt Decks	2 1/2
Keel	12 1/2	"	14	"	Plank Sheers	3 1/2	Hold Beam <u>Shut/Petting</u>	4 3/4
Keelsons	14	"	16	"	Water-Ways	10 1/2	Deck Beam Ditto	"
Scarphs of Ditto	6 ft 6 in	"			Upper Deck	3		

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

Heel-Knee, and Deadwood abaft	Copper 1 3/16	Iron 1 3/16	Transoms and throats of Hooks	Copper 1 1/16	Iron 1 1/16	Lower Pintle of the Rudder	Copper 2 3/4	Iron 1 1/16
Scarphs of Keel N <sup>o</sup> 8	1 3/16		Arms of Hooks	1 5/16		Hold Beam	1 1/16	1 5/16
Floor Timber Bolts	1 1/16		Bolts thro' Bilge & Limber Strakes	1 3/16		Deck Beam	1 5/16	1 7/8
Kelson ditto	1 1/16		Butt End Bolts	3/4				

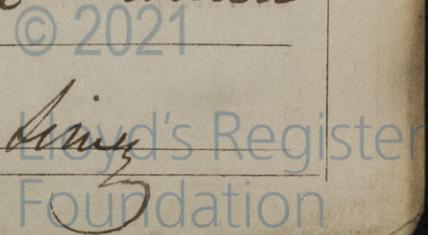
**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2.3 Inches. The Space between the Top-timbers is 3.5 Inches. The Stem, Stern Post, consist of Port Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Port Oak and are free from all defects. The Floors consist of Port Oak The First Foothooks of Port & Eng Oak Timber. The Second Foothooks of Port & Eng Oak The Third Foothooks of Port & Eng Oak The Top Timbers of Port & 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 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 cross chocked with no Butt at each end of the chock. The Main Keelson is Amur Oak 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 Baltic Fir From the above named Height to the Light Water Mark Baltic Fir From the Light Water Mark to the Wales Baltic Fir The Wales and Black-strakes are Baltic Fir & Hettin Oak The Topsides Baltic Fir The Sheer-strakes Hettin Oak and Plank-sheers Hettin Oak The Water-ways Red Pine The Decks Baltic Fir State of no The Shifts of the Planking are not less than 5 Feet no 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 True between

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

**Fastenings.**—To Hold Beams Iron Lodging Pieces Spiketting & clamps bolted through and a pair of Iron Hanging Pieces Deck Beams Iron Lodging Pieces & pair Iron Hanging Pieces Number of Breasthooks Six & Henson Pointers Two Looked & Two Iron Crutches no Butts End Bolts are of Iron 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 & Port 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 John Smith Surveyor's Signature Thos. B. Smith



Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .			Fathoms. Inches.		N <sup>o</sup> . Weight.
2	Fore Sails,	Chain .....	240 1 3/4	Bower, .....	3 15.2.9
1	Fore Top Sails,	Hempen Stream Cable .....	75 8	Stream, .....	1 15.0.0
2	Fore Topmast Stay Sails,	Hawser .....	80 7/8		
1	Main Sails,	Towlines .....	75 6		
2	Main Top Sails,	Warp .....	75 4 1/2	Kedge, .....	1 1.2.20
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 Which Rudder good Pumps Two Metal  
patent

**General Remarks — Statement and Date of Repairs.**

*Spencer Smith*  
*Surgeon*

Sheathed,  Doubled,  Felted, or  Coppered with 4 metal to Water When last done

I am of opinion this Vessel should be Classed F.A.S.

The Amount of the Fee.....£ 4 is received by me,

Special .....£ \_\_\_\_\_  
Certificate (if required) .....£ \_\_\_\_\_

Committee's Minute 4<sup>th</sup> May 1855

Character assigned A 1 for 7 Years

