

No. 5549 Survey held at Sunderland

Date May 25th

1855

the Brig "Chase"

Master Clark

Tonnage Old 170
New 370

Built at Sunderland

When built 1855

Launched April

By whom built W. Johnson

Owners W. Foxford

Port belonging to Sunderland

Destined Voyage Constantinople

If Surveyed while Building, Afloat, or in Dry Dock During Building

Length aloft 112 Feet 4 Inches. Extreme Breadth 26 Feet 6 Inches. Depth of Hold 17 Feet 4 Inches.

Room and Space	Scantlings of Timber.		Thickness of Plank.	
	Feet.	Inches.	Outside.	Inside.
Floors	11 1/2	Moulded	Keel to Bilge 3 1/2	Limber Strakes 4
1st Foothooks	10	"	Bilge Planks 4 1/2	Bilge Planks 4
2nd Ditto	9 1/2	"	Bilge to Wales 3 1/2	Ceiling in Flat 3
3rd Ditto	8 3/4	"	Wales 4 3/4	Ditto Bilge to Clamp 3
Top Timbers	8 1/4	"	Short Hoods 3 1/2	Hold Beam Clamps 4
Deck Beams N° 23	8 3/4	"	Topsides 3 3/4	Deck Beam Ditto 3 1/4
Hold Beams N° 15	11	"	Sheer Strakes 3 3/4	Ceiling 'twixt Decks 2 1/4
Keel	12 1/4	"	Plank Sheers 3 1/2	Hold Beam Sheers <u>Spank nothing</u> 11
Keelsons	13	"	Water-Ways 5 1/4	Deck Beam Ditto ..
Scarphs of Ditto	5 ft 6 in	"	Upper Deck 3	

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

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1.2 Inches. The Space between the Top-timbers is 3.5 Inches. The Stem, Stern Post, consist of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Eng Oak and are appd 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 tolerably 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 rop chocked with rop Butt at each end of the chock. The Main Keelson is Hettin Oak and free from all defects. The False Keelson is Ames Oak 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 Elm Beach & Oak From the above named Height to the Light Water Mark Elm & Oak From the Light Water Mark to the Wales Hettin & Sawney Oak The Wales and Black-strakes are Sawney Oak The Topsides Sawney Oak The Sheer-strakes Sawney Oak and Plank-sheers Sawney Oak The Water-ways Sawney Oak The Decks Y Pine State of Free 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 Free between

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

Fastenings.—To Hold Beams Wood Lodging Pins, Spiketting & Clamps bolted through Deck Beams 4 pair of Pins sides and 4 pair Hoisting Pins Wood Lodging Pins & Iron Key Hoisting Pins Number of Breasthooks Five Pointers One pair Iron Crutch Two Dawson Pins Butts End Bolts are of Iron 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 rough

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature William Johnson Surveyor's Signature Thos. B. Lewis
 SEYFANG AND CO., PRINTERS, FARRINGTON STREET, LONDON. SLD932-0228

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 .
2	Fore Sails,			Bower,	3
1	Fore Top Sails,	240	1 7/16	Stream,	1
2	Fore Topmast Stay Sails,	75	8 1/2	Kedge,	1
1	Main Sails,	60	7 1/2		
2	Main Top Sails,	75	5 1/2		
and <u>others as usual</u>		All of <u>good</u> quality.	75	5	

Her Standing and Running Rigging is of ample 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
date

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.....£ 4 : " : " is received by me, Thos. B. Simey
 Special£ " : " : "
 Certificate (if required)£ " : " : "
 Committee's Minute 1st June 1855
 Character assigned Δ 1 for 2 Years