

No. 5587 Survey held at Sunderland Date 7 July Rec. 12/7/85 1855  
on the Boat "Altheia" Master Embleton  
Tonnage Old 432 Built at Sunderland When built 1855 Launched 30 June  
By whom built M. S. P. Austin Owners S. P. Austin  
Port belonging to Sunderland Destined Voyage China  
If Surveyed while Building, Afloat, or in Dry Dock in building

Length aloft 116 6 Feet. Inches. Extreme Breadth 24 2 Feet. Inches. Depth of Hold 17 7 Feet. Inches.

**Scantlings of Timber.**

Room and Space	Inches.	Moulded	Inches.	Inches.	Ends
Floors.....sided	<u>12</u>	<u>12</u>	<u>10</u>	<u>10</u>	
1 <sup>st</sup> Foothooks.....	<u>10</u>	<u>10</u>	<u>10</u>	<u>10</u>	
2 <sup>nd</sup> Ditto.....	<u>9</u>	<u>9</u>	<u>9</u>	<u>9</u>	
3 <sup>rd</sup> Ditto.....	<u>9</u>	<u>9</u>	<u>9</u>	<u>9</u>	
Top Timbers.....	<u>10</u>	<u>10</u>	<u>10</u>	<u>10</u>	
Deck Beams N <sup>o</sup> <u>24</u> Average Space <u>1</u> feet	<u>9</u>	<u>9</u>	<u>9</u>	<u>9</u>	
Hold Beams N <sup>o</sup> <u>19</u> Average Space <u>5</u> ft	<u>12</u>	<u>12</u>	<u>12</u>	<u>10</u>	
Keel.....	<u>13</u>	<u>13</u>	<u>13</u>	<u>13</u>	
Keelsons.....	<u>15</u>	<u>15</u>	<u>15</u>	<u>15</u>	
Scarp of Ditto.....	<u>7</u> feet	<u>7</u> feet	<u>7</u> feet	<u>7</u> feet	

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>4</u>	Limber Strakes.....	<u>5</u>
Bilge Planks.....	<u>4</u>	Bilge Planks.....	<u>4</u>
Bilge to Wales.....	<u>4</u>	Ceiling in Flat.....	<u>3</u>
Wales.....	<u>5</u>	Ditto Bilge to Clamp.....	<u>3</u>
Short Hoods.....	<u>3</u>	Hold Beam Clamps.....	<u>5</u>
Topsides.....	<u>4</u>	Deck Beam Ditto.....	<u>5</u>
Sheer Strakes.....	<u>4</u>	Ceiling 'twist Decks.....	<u>2</u>
Plank Sheers.....	<u>4</u>	Hold Beam <u>Spankettins</u> .....	<u>5</u>
Water-Ways.....	<u>9</u>	Deck Beam Ditto.....	<u>5</u>
Upper Deck.....	<u>3</u>		

**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 <u>1</u>	<u>1</u>	Transoms and throats of Hooks .. <u>1</u>	<u>1</u>	Lower Pintle of the Rudder .... <u>5</u>	<u>5</u>
Scarps of Keel.....N <sup>o</sup> . <u>0</u>	<u>1</u>	Arms of Hooks..... <u>1</u>	<u>1</u>	Hold Beam..... <u>1</u>	<u>1</u>
Floor Timber Bolts..... <u>1</u>	<u>1</u>	Bolts thro' Bilge & Limber Strakes <u>1</u>	<u>1</u>	Deck Beam..... <u>1</u>	<u>1</u>
Kelson ditto..... <u>1</u>	<u>1</u>	Butt End Bolts..... <u>1</u>	<u>1</u>		

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, consist of Eng<sup>l</sup> oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Eng<sup>l</sup> & Spruce oak and are free free from all defects. The Floors consist of Eng<sup>l</sup> & Spruce oak The First Foothooks of Eng<sup>l</sup> & Spruce oak Timber. The Second Foothooks of Eng<sup>l</sup> oak The Third Foothooks of Eng<sup>l</sup> oak The Top Timbers of Eng<sup>l</sup> oak The Shifts of the first and second Foothooks are not less than 1/2 of breadth 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 fully squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is fully squared

The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are close close together; their thickness not less than 5/16 of the entire moulding at that place.

The Frame is chock chocked with but Butt at each end of the chock.

The Main Keelson is Green heart and free from all defects.

The False Keelson is Green heart

The Deck Beams consist of Eng<sup>l</sup> oak The Hold Beams of Eng<sup>l</sup> oak The Knees of iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is Amer<sup>l</sup> elm

From the above named Height to the Light Water Mark Amer<sup>l</sup> elm & Dan<sup>c</sup> oak

From the Light Water Mark to the Wales Dan<sup>c</sup> & Spruce oak

The Wales and Black-strakes are Dan<sup>c</sup> oak The Topsides Dan<sup>c</sup> oak

The Sheer-strakes Teak and Plank-sheers Teak The Water-ways Teak

The Decks Yellow pine State of good

The Shifts of the Planking are not less than Five 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 Three between

**Planking Inside.**—The Limber-strakes are Dan<sup>c</sup> oak the Bilge Planks Dan<sup>c</sup> & Spruce oak

The Ceiling, Lower Hold, Dan<sup>c</sup> oak Between Decks Dan<sup>c</sup> oak

Shelf Pieces Dan<sup>c</sup> oak Clamps Dan<sup>c</sup> oak

**Fastenings.**—To Hold Beams Iron staple knees, seven pair of staple standard Amer<sup>l</sup>, and Ten pair of knee riders,

Deck Beams Iron staple knees, and an iron hanging knee to each beam end

Number of Breasthooks Six Pointers and Crutches Six

Butts End Bolts are of 1/2 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<sup>l</sup> oak How Made Turned

General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature S. P. Austin Surveyor's Signature Thomas Austin



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> .	
2	Fore Sails,
2	Fore Top Sails,
2	Fore Topmast Stay Sails,
2	Main Sails,
2	Main Top Sails,

	Fathoms.	Inches.
Chain .....	240	1 1/2
Hempen Stream Cable .....	45	0 1/4
Hawser .....	60	1 1/2
Towlines .....	00	0
Warp .....	00	5 1/2
All of <u>good</u> quality.		

	N <sup>o</sup> .	Weight.
Bower, .....	3	200-14
Stream, .....	1	100-20
Kedge, .....	1	50-2-0

Her Standing and Running Rigging etc sufficient in size and good in quality.

She has 1 Long Boat and two others

The present state of the Windlass is secure Capstan 2 Rudder and Pumps efficient

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

The flat of the upper decks, are fastened with stretcher,  
and the whole outside planking is fastened with treenails  
and yellow stretcher bolts to the entire exclusion of iron.

S. P. Austin

X

If Sheathed, Doubled, Felted, or Coppered by stretcher on felt to the flat When last done

I am of opinion this Vessel should be Classed G. & R.

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

July 11

Special .....£ : : :

Certificate (if required) .....£ : : :

Committee's Minute 18<sup>th</sup> July 1855

Character assigned A 1 for 9 years

