

No. 5037 Survey held at Sunderland Date May 22nd Recd 5/6/56 1856
 on the Ship "Sea Greave" Master Beakes 383
 Tonnage Old 684 Built at Sunderland When built 1856 Launched May
 New 685 By whom built John Reed Owners Miles & Kington
 Port belonging to Bristol Destined Voyage Bristol
 Surveyed while Building, Afloat, or in Dry Dock during Building

| Length aloft | | Extreme Breadth Outside | | Depth of Hold | |
|--------------|---------|-------------------------|---------|---------------|---------|
| Feet. | Inches. | Feet. | Inches. | Feet. | Inches. |
| 149 | 4 | 32 | 4 | 20 | 4 |

| Scantlings of Timber. | | | | Thickness of Plank. | | | |
|--|---------|---------|---------|-------------------------|---------|-----------|---------|
| TIMBER AND SPACE | | Inches. | | Outside. | | Inside. | |
| Feet. | Inches. | Moulded | Inches. | Inches. | Inches. | Inches. | Inches. |
| Floors | 13 1/2 | 14 | 12 1/2 | Garboard Strakes | 4 | 4 1/2 | 4 1/2 |
| 1 st Foothooks | 12 1/2 | 12 1/2 | | Garboard to Bilge | 4 | 4 1/2 - 5 | |
| 2 nd Ditto | 11 1/2 | 11 1/2 | | Bilge Planks | 4 3/4 | 3 1/4 | |
| 3 rd Ditto | 10 1/2 | 9 1/2 | | Bilge to Wales | 4 | 3 1/4 | |
| Top Timbers | 20 | 8 1/2 | | Wales | 5 1/4 | 5 3/4 | |
| Deck Beams N ^o 26 Average Space } 4 1/2 | 9 1/2 | 9 1/2 | 8 | Topsides | 4 | 7 1/4 | |
| Deck Beams, length amidships | 29 1/2 | | | Sheer Strakes | 4 | 2 3/4 | |
| Hold Beams N ^o 23 Average Space } 4 1/2 | 13 | 11 | | Plank Sheers | 4 | 9 1/2 | |
| Hold Beams, length amidships | 29 1/2 | | | Water-Ways } Upper Deck | 7 | | |
| Keel | 14 1/2 | 15 1/2 | | Water-Ways } Lower Deck | 3 1/2 | | |
| Scarphs of Ditto | 6 1/2 | 21 | | | | | |
| Keelsons | 15 1/2 | | | | | | |
| Scarphs of Ditto | 4 1/2 | | | | | | |

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

| | Copper Inches. | Iron Inches. | | Copper Inches. | Iron Inches. |
|---|----------------|--------------|---|----------------|--------------|
| Heel-Knee, and Deadwood abaft | 1 5/16 | | Transoms and throats of Hooks | 1 3/16 | |
| Scarphs of Keel N ^o 8 | 1 1/8 | | Arms of Hooks | 1 1/4 | |
| Keelson Bolts through Keel at each Floor | 1 3/16 | | Bolts thro' Bilge & Limber Strakes, or Thickestuff over Double Floors | 7/8 | |
| Bolts through Heels of Timbers against Deadwood | 1 | | Butt End Bolts | 3/4 | |
| | | | Pintles of the Rudder | 3 1/4 | |
| | | | Hold Beam Bolts in | | |
| | | | Waterway | 1 1/8 | |
| | | | Knees | 3 1/16 | 1 1/4 |
| | | | Shelf or Clamp | 1 1/8 | |
| | | | Deck Beam Bolts in | | |
| | | | Waterway | 1 5/16 | |
| | | | Knees | 1 1/8 | 1 5/16 |
| | | | Shelf or Clamp | 1 5/16 | |
| | | | Nails or Bolts in Flat of Deck | 6 1/2 | |
| | | | Treenails | 1 3/4 | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.

The Floors consist of Eng Oak The First Foothooks of Eng Oak Timber.

The Second Foothooks of Eng Oak The Third Foothooks and 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 1/3 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. The Main Keel is Amer Oak

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

The Stem, and Stern Post, consist of Apr & Eng Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of Eng & Apr Oak Deadwood, of Eng Oak and are app free from all defects.

The Deck and Hold Beams consist of Scake & Heart & Eng Oak The Breasthooks of Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Amer Elm
 or to the First Foothook Heads }

From the above named Height to the Light Water Mark Amer & Hettin Oak

From the Light Water Mark to the Wales Apr & Eng Oak & Scake

The Wales and Black-strakes are Apr & Eng Oak & Scake The Topsides Scake & Eng Oak

The Sheer-strakes and Plank-sheers Scake & Eng Oak The Water-ways { Upper Deck Scake
 Lower Deck

The Decks 1/2 Pine State of

The Shifts of the Planking are not less than 5 Feet 5 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, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Apr heart Apr Oak & Scake

The Ceiling, Lower Hold, and between Decks Apr & Eng Oak & Scake Shelf Pieces and Clamps Scake & Green heart

Fastenings.—To Hold Beams Iron Lodging Knees app on top of pair of Apr sides and 11 pair of Baying Knees

Deck Beams Iron Lodging Knees and Baying Knees under each beam

Number of Breasthooks Seven & Thomson Pointers One pair Two Iron Crutches Two Thomson Knees

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 all bolted through and clenched. Treenails of Eng Oak How Made Round

Thickstuff over Double Floors all bolted through and clenched. General Quality of Workmanship good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature John. No. Reed

Surveyor's Signature Wm. G. Murray

0410 - 26475

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, | Chain | 240 15/8 | Bower, | 3 27.0.0 |
| 2 | Fore Top Sails, | Hempen Stream Cable | 75 8/4 | | 26.1.0 |
| 2 | Fore Topmast Stay Sails, | Hawser | 60 1 | Stream, | 1 6.0.8 |
| 1 | Main Sails, | Towlines | 75 6/4 | | |
| 2 | Main Top Sails, | Warp | 75 5/4 | Kedge, | 1 2.3.0 |
| 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 8.0 one Long Boat and three others 8.0

The present state of the Windlass is good Capstan is of iron Rudder good Pumps two metal

put out

General Remarks and Statement and Date of Repairs, if any.

- DATES of Surveys held while building, as per Section 35.
- 1st. When the Frame is completed August 21st
 - 2nd. When the Beams are put in, &c. October 10th
 - 3rd. { When completed, and before the } April 14th
 { plank be painted or payed }

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

J. W. W.

Present condition of Caulking of Bottom, _____ Deck, _____ and Waterways _____

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed B. A. 1. Wm. G. Simey

The Amount of the Fee.....£ 5 : : : is received by me,
 Special£ 34 : 4 : :
 Certificate£ - : 7 : -

Committee's Minute 6th June 1856

Character assigned A 1 for 13 Years

[Signature]

