

No. 5087 Survey held at Sunderland

Date May 22<sup>a</sup>

Recd 5/6/56

1856

on the Ship "Sea Breeze"

Master

Beakes 383

Tonnage Old 684

Built at Sunderland

When built 1856

Launched May

By whom built New 685

John Reed

Owners Miles &amp; Kington

Port belonging to Bristol

Destined Voyage Bristol

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

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
149	4	32	4	20	4			
Scantlings of Timber.			Thickness of Plank.					
TIMBER AND SPACE			Outside.			Inside.		
Floors	sided	13 1/2	Moulded	14	12 1/2	Garboard Strakes	4	10 1/2
1 <sup>st</sup> Foothooks	"	12 1/2	"	12 1/2	Garboard to Bilge	4		4 1/2
2 <sup>nd</sup> Ditto	"	11 1/2	"	11 1/2	Bilge Planks	4 3/4		4 1/2 - 5
3 <sup>rd</sup> Ditto	"	10 1/2	"	9 1/2	Bilge to Wales	4		Ceiling in Flat 3 1/4
Top Timbers	"	10	"	8 1/2	Wales	5 1/4		Ditto Bilge to Clamp 3 1/4
Deck Beams N <sup>o</sup> 26	Average Space 4 1/2	9 1/2	"	9 1/2	Topsides	4		Hold Beam Clamps 5 3/4
Deck Beams, length amidships	"	29 1/2	"	8	Sheer Strakes	4		Deck Beam Ditto 7 1/2
Hold Beams N <sup>o</sup> 23	Average Space 4 1/2	13	"	11	Plank Sheers	4		Ceiling 'twixt Decks 2 3/4
Hold Beams, length amidships	"	29 1/2	"		Water-Ways	7		Hold Beam Shelves 9 1/2
Keel	"	14 1/2	"	15 1/2	Upper Deck	3 1/2		Deck Beam Ditto
Scarp of Ditto	"	6 1/2	"	21	Lower Deck			
Keelsons	"	15 1/2	"					
Scarp 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.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	1 1/2		Transoms and throats of Hooks	1 1/2		Hold Beam Bolts in	Waterway	1 1/2
Scarp of Keel N <sup>o</sup> 8	1 1/2		Arms of Hooks	1 1/2			Knees	3 1/2
Keelson Bolts through Keel at each Floor	1 1/2		Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	7/8		Deck Beam Bolts in	Waterway	1 1/2
Bolts through Heels of Timbers against Deadwood	1		Butt End Bolts	3/4			Knees	1 1/2
			Pintles of the Rudder	3 1/4		Nails or Bolts in Flat of Deck	Shelf or Clamp	1 1/2
						Treenails	Shelf or Clamp	1 1/2
								6 1/2
								1 1/2

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 OakThe 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 goodThe Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squaredThe 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 choiced with a Butt at each end of the choick. The Main Keel is Amer OakThe Main Keelson is Green heart and app free from all defects. The False Keelson is Green heartThe Stem, and Stern Post, consist of Afr & Eng Oak The Transoms, Aprons, Knight Heads, andHawse Timbers of Eng & Afr Oak Deadwood, of Eng Oak and are app free from all defects.The Deck and Hold Beams consist of Peake & Heart & Eng Oak The Breasthooks of Iron The Knees of IronPlanking 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 OakFrom the Light Water Mark to the Wales Afr & Eng Oak & PeakeThe Wales and Black-strakes are Afr & Eng Oak & Peake The Topsides Peake & Eng OakThe Sheer-strakes and Plank-sheers Peake & Eng Oak The Water-ways { Upper Deck Peake

{ Lower Deck

The Decks 4 Pine State ofThe Shifts of the Planking are not less than 5 Feet 5 Inches. N. B. If less than prescribed by the Rule, state whether generalor 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 Green heart & Afr Oak & PeakeThe Ceiling, Lower Hold, and between Decks Afr & Eng Oak & Peake Shelf Pieces and Clamps Peake & Green heartFastenings.—To Hold Beams Iron Lagging Knees app on top of pair of Green heart and 11 pair of Eng OakDeck Beams Iron Lagging Knees and Eng Oak under each beamNumber of Breasthooks Seven & Hettin Pointers One pair Two Iron Crutches Two Hettin KneesButts End Bolts are of 4 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 RoundThickstuff 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 Robt. H. Hargreaves

52032-0410



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 15/8	3	27.0.0
2	Fore Top Sails,	Hempen Stream Cable .....	75 8 1/4		26.1.0
2	Fore Topmast Stay Sails,	Hawser .....	60 1	1	25.2.0
1	Main Sails,	Towlines .....	75 6 1/4		6.0.8
2	Main Top Sails,	Warp .....	75 5 1/4	1	2.3.0
and <u>other as usual</u> .		All of <u>good</u> quality.			

Her Standing and Running Rigging all 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 all iron Rudder good Pumps two Patent

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	<u>August 21<sup>st</sup></u>
2nd.	When the Beams are put in, &c.	<u>October 10<sup>th</sup></u>
3rd.	{ When completed, and before the plank be painted or payed }	<u>April 14<sup>th</sup></u>

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. Mearns*

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 13. A. 1. Thos. G. Simey

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

Order No 45 Special .....£ 34 : 4 : :

Certificate .....£ - : -

Committee's Minute 6<sup>th</sup> June 1856

Character assigned A 1 for 13 Years

*A. D.*



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