

No. 6218 Survey held at Sunderland Date August 15<sup>th</sup> Rec 18/8/57 1857  
 on the Barque "Aleyone" Master \_\_\_\_\_  
 Tonnage Old \_\_\_\_\_ Built at Sunderland When built 1857 Launched January  
 By whom built Brown & Johnson Owners \_\_\_\_\_  
 Port belonging to \_\_\_\_\_ Destined Voyage \_\_\_\_\_  
 If Surveyed while Building, Afloat, or in Dry Dock during Building

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	24	4	IN SHIP.	REQUIRED PER RULE.		27	4	4	4		17	4		
<b>Scantlings of Timber.</b>														
TIMBER AND SPACE	27				27 1/4									
Floors	12	12	10		11 3/4	11 3/4	10							
1 <sup>st</sup> Foothooks	10	10			10	10								
2 <sup>nd</sup> Ditto	9	9			9									
3 <sup>rd</sup> Ditto	8 1/2	8			8 1/4									
Top Timbers	8 1/2	5 1/4	5 1/4		8 1/4		5 3/4							
main Deck } No. 18 Average } 4 ft Beams } Space }	9	9	7 1/2		8 1/2	8 1/2	7 1/4							
Deck Beams, length amidships	25 ft													
Hold } No. 16 Average } 4 to 8 ft Beams } Space }	12	12	10 1/2		11 3/4	11 3/4	9 3/4							
Hold Beams, length amidships	25 ft													
Keel	13	14			13	13								
Scarphs of Ditto	5 ft 7				5 ft 6									
Keelsons	14 1/2	15			14 1/2	14 1/2								
Scarphs of Ditto	4 ft				6 ft 6									

Outside.	INCHES.		Inside.	INCHES.	
	In Ship.	Required per Rule.		In Ship.	Required per Rule.
Garboard Strakes	4	3 3/4	Limber Strakes	4	3 3/4
Garboard to Bilge	4	3 3/4	Bilge Planks	4	3 3/4
Bilge Planks	4	3 3/4	Ceiling in Flat	3	2 3/4
Bilge to Wales	3 3/4	3 3/4	Ditto Bilge to Clamp	3	2 3/4
Wales	4 3/4	4 3/4	Hold Beam Clamps	4 1/2	4
Topsides	4	3 3/4	Deck Beam Ditto	4	3 3/4
Sheer Strakes	4	3 3/4	Ceiling 'twixt Decks	2 1/2	2 1/2
Plank Sheers	3 3/4	3 3/4	Hold Beam Sheerstrakes	5	"
Water-Upper Deck	9 1/2	6	Deck Beam Ditto	"	"
Ways Lower Deck					
Ditto, faying surface against Timbers	4				
Upper Deck	3 1/4	3			

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

Heel-Knee, and Deadwood abaft	Copper or Iron		Transoms and throats of Hooks <th colspan="2">Copper or Iron</th>	Copper or Iron	
	Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.
Scarphs of Keel No. 8	1 1/16	1 1/16	Arms of Hooks	1 1/16	1 1/16
Keelson Bolts through Keel at each Floor	1 1/16	1 1/16	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1 1/16	1 1/16
Bolts through Heels of Timbers against Deadwood	7/8	7/8	Butt End Bolts	3/4	3/4
			Pintles of the Rudder	2 3/4	2 3/4

Waterway .. 1 1/16  
 Hold Beam Bolts in Knees .. 1 1/16  
 Shelf or Clamp .. 1 1/16  
 Deck Beam Bolts in Knees .. 1 1/16  
 Shelf or Clamp .. 1 1/16  
 Nails or Bolts in Flat of Deck .. 6  
 Treenails 1/4-Inches

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2.3 Inches. The Space between the Top-Timbers is 3.6 Inches.  
 The Floors consist of Soft Oak The First Foothooks of Soft & Eng Oak  
 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 sufficient  
 The Frame is fairly squared from the First Foothook Heads upwards, and thru 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 Crop chocked with no Butt at each end of the chock. The Main piece of Rudder is Eng Oak  
 The Main Keelson is Green heart & Teake and is free from all defects. The Main piece of Windlass is Eng Oak  
 The Stem, and Stern Post, consist of Teake The Transoms, Aprons, Knight Heads, and Hawse Timbers of Eng Oak Deadwood, of Amel Elm to two feet above Eng Oak and are is free from all defects.

The Deck and Hold Beams consist of Hettin 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 Amel Elm  
 or to the First Foothook Heads }  
 From the above named Height to the Light Water Mark Amel Elm  
 From the Light Water Mark to the Wales Hettin Oak  
 The Wales and Black-strakes are Cawsig & Hettin Oak The Topsides Cawsig Oak  
 The Sheer-strakes and Plank-sheers Cawsig & Hettin Oak The Water-ways { Upper Deck Hettin Oak  
 Lower Deck \_\_\_\_\_

The Decks of Pine State of \_\_\_\_\_  
 The Shifts of the Planking are not less than 5 Feet \_\_\_\_\_ 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 is between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Hettin Oak  
 The Ceiling, Lower Hold, and between Decks Hettin & Cawsig Oak Shelf Pieces and Clamps Cawsig Oak

**Fastenings.**—To Hold Beams Iron Lodging Knees, Sheerstrakes & Clamps bolted through, and Eight pairs of Knee riders

Deck Beams Iron Lodging Knees, 10 pair of Haying Knees, and 3 pair of Standards

Number of Breasthooks Five Pointers One pair. Two Iron Crutch Two Iron Knees

Butts End Bolts are of 4 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 Oak How Made round  
 Thickstuff over Double Floors \_\_\_\_\_ bolted through and clenched. General Quality of Workmanship fair

We certify that the above is a correct description of the several particulars therein given  
 Builder's Signature Brown & Johnson Surveyor's Signature Thos. B. Sirney

5LD933-0232

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 <u>Certificate produced</u>	240 15/16	Bower, .....	3 19.0.8
1	Fore Top Sails,	Hempen Stream Cable .....	75 8 1/2	Stream, .....	1 17.2.0
2	Fore Topmast Stay Sails,	Hawser .....	60 7/8	Kedge, .....	1 2.0.8
1	Main Sails,	Towlines .....	75 5 1/4		
2	Main Top Sails,	Warp .....	75 5		
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 Wich Rudder good Pumps Two Metal

**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	2nd. When the Beams are put in, &c.	3rd. { When completed, and before the plank be painted or payed }
	<u>September 9<sup>th</sup> 1856</u>	<u>October 14<sup>th</sup></u>	<u>January 1857</u>

*The exterior of this ship including the keels of the cast timbers and the part of the upper deck is fastened with yellow metal to the entire exclusion of iron* Brown & Johnson

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 G. A. S. Thos. B. Severy

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

Order No. 589 Special .....£ 10 : 11 : "

Aug. 1857 Certificate .....£ " : " : "

Committee's Minute 18<sup>th</sup> Aug 1857

Character assigned \_\_\_\_\_

