

No. 6245 Survey held at Sunderland Date September 30th 1854
on the Ship "Art Union" Master Marrison
Tonnage Old Built at Sunderland When built 1854 Launched Sept
By whom built Messrs. Bradley & Briggs Owners Mr. J. Shepherd
Port belonging to London Destined Voyage India
Surveyed while Building, Afloat, or in Dry Dock During Building

Length aloft			Extreme Breadth Outside			Depth of Hold		
156			32			21		
Feet.			Feet.			Feet.		
Inches.			Inches.			Inches.		
Slid.			Slid.			Slid.		
Moulded.			Moulded.			Moulded.		
Middle.			Middle.			Middle.		
Ends.			Ends.			Ends.		
REQUIRE PER RULE.			REQUIRE PER RULE.			REQUIRE PER RULE.		
Scantlings of Timber.			Outside.			Thickness of Plank.		
TIMBER AND SPACE			In Ship.			In Ship.		
Floors	31	12	3 1/2	12	12	Sister Keelsons	11 1/2 x 11 1/2	
1st Foothooks	12	12	12	12	12	Limber Strakes	4 3/4	4 3/4
2nd Ditto	11 1/2	11	11	11	11	Bilge Planks	3 1/2	3 1/2
3rd Ditto	10	6 3/4	10	6 3/4	6 3/4	Ceiling in Flat	3 1/2	3 1/2
Top Timbers	9 1/2	6 3/4	9 1/2	6 3/4	6 3/4	Ditto Bilge to Clamp	3 1/2	3 1/2
Deck } N ^o 24 Average Space } 4 feet 4 ins	9 1/2	9 1/2	8	9 1/2	8	Hold Beam Clamps	5	4 3/4
Beams } N ^o 25 Average Space } 4 feet 6 ins	10 1/4	10 1/4	11	13	13	Deck Beam Ditto	9 x 5 x 3 1/2	3 1/2
Deck Beams, length amidships	29 feet 8 ins					Ceiling 'twixt Decks	2 3/4	2 3/4
Hold } N ^o 25 Average Space } 4 feet 6 ins	10 1/4	10 1/4	11	13	13	Hold Beam Clamps	12 x 6	
Beams } N ^o 26 Average Space } 4 feet 6 ins	10 1/4	10 1/4	11	13	13	Deck Beam Ditto	9 x 7 x 5	
Hold Beams, length amidships	29 feet 8 ins					Hold Beams	4 1/2 x 3	4 3/4
Keel	10 1/2	20 1/2	14 1/2	14 1/2		Sinkerbolts		
Scarp of Ditto	6 feet 3 ins	6 feet 3 ins						
Keelsons	16 1/2	17	15 3/4	15 3/4				
Scarp of Ditto	4 feet 3 ins	4 feet 3 ins						
Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.								
Heel-Knee, and Deadwood abaft	1 3/16	1 3/16	Transoms and throats of Hooks	1 3/16	1 3/16	Hold Beam Bolts in	Knees	1 1/8 x 1 3/4
Scarp of Keel	1 1/8	1 1/8	Arms of Hooks	1 1/8	1 1/8	Shelf or Clamp	1 1/8	1 1/8
Keelson Bolts through Keel at each Floor	1 3/16	1 3/16	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1 3/16	1 3/16	Deck Beam Bolts in	Knees	1 1/8 x 1 3/4
Bolts through Heels of Timbers against Deadwood	1/8	1/8	Butt End Bolts	1/8	1/8	Nails or Bolts in Flat of Deck	1 1/8	1 1/8
			Pintles of the Rudder	3/4	3/4	Treenails	1 3/8	1 3/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 5 1/2 Inches.

The Floors consist of English Oak The First Foothooks of English Oak

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 1/4 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 well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared & sound

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 crook chocked with a Butt at each end of the chock. The Main piece of Rudder is Teak

The Main Keelson is Green Heart and is free from all defects. The Main piece of Windlass is Teak

The Stem, and Stern Post, consist of English Oak and Teak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English Oak Deadwood, of American Elm & Oak 6' 2 feet and are appx free from all defects.

The Deck and Hold Beams consist of Teak & English 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 American Elm

From the above named Height to the Light Water Mark German Oak

From the Light Water Mark to the Wales East India Teak

The Wales and Black-strakes are East India Teak The Topsides East India Teak

The Sheer-strakes and Plank-sheers East India Teak The Water-ways { Upper Deck Teak & Eng^l Oak

The Decks Yellow Pine State of good Lower Deck Teak

The Shifts of the Planking are not less than 2 Feet 4 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 Shree between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Green Heart

The Ceiling, Lower Hold, and between Decks E. India Teak Shelf Pieces and Clamps E. India Teak

Fastenings.—To Hold Beams Iron Ladging Nuts 20 pairs of Iron Hoanging Nuts

5 pairs of Iron Nuts Riders & 6 pairs of Iron Riders extending

from the lower part of Hold Beam Clamps to lower Bilges

Deck Beams Iron Ladging Nuts, and 25 pairs of Iron Hoanging

Nuts

Number of Breasthooks 4 of Iron Routers Hooks 2 of Iron Crutches one Iron

Butt End Bolts are of Y. Metal in the Bottom, and two Bolts in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng^l African How Made circular

Thickstuff over Double Floors are 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 Bradley & Briggs Surveyor's Signature Robt. G. Simey

W. M. Bouwmeester

SLD933-0251

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 .	Weights	
a double sail	Fore Sails,	Chain (certificates, prod ^o)	200	1 5/8	Bower,	3	31.1.22	29.2.0
	Fore Top Sails,	Hempen Stream Cable	45	9				
	Fore Topmast Stay Sails,	Hawser	60	1	Stream,	1	5.3.0	
	Main Sails,	Towlines	45	7				
	Main Top Sails,	2 Warps	45	6 1/4	Kedge,	1	2.2.0	
and others as usual		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 4 Officers.

The present state of the Windlass is new Capstan new Rudder new Pumps new

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>January 28th 1857</u>
	2nd. When the Beams are put in, &c.	<u>July 21st "</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>August " "</u>

The outside planking of this Vessel including the keels of the baulk timbers, and the flat of the upper Deck, is fastened with yellow metal to the entire exclusion of Iron.

Bradley & Briggs

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

if Sheathed, Doubled, Feked, or Coppered with Y. Metal on ribs & wales When last done now

I am of opinion this Vessel should be Classed 13 A

The Amount of the Fee.....£ 0 : " : " is received by me,

Special£ 37 : 8 : "

Certificate£ " : " : "

Committee's Minute 2nd October 1857

Character assigned A 1 for 13 years

Robt. B. Simey

J. M. Branninwell



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