

No. 664 Survey held at Sunderland Date May 16th 1859
on the New Barque Westbury Master J. Smith
Tonnage Old 4 Built at Sunderland (When built 1858 & 59 Launched on the stocks
By whom built W. Pile jun Owners W. Pile jun
Port belonging to Sunderland Destined Voyage See letter annexed
If Surveyed while Building, Afloat, or in Dry Dock During Building

Length aloft 129 Feet. Extreme Breadth Outside 26 Feet. Depth of Hold 15 Feet. 9
IN SHIP. REQUIRED PER RULE. IN SHIP. REQUIRED PER RULE. IN SHIP. REQUIRED PER RULE.

Scantlings of Timber.

TIMBER AND SPACE 25 Feet. 11 11 9 10 10 8 3/4
Floors 11 11 9 10 10 8 3/4
1st Foothooks 9 1/2 9 1/2 8 3/4 8 3/4
2nd Ditto 8 1/2 8 1/2 8 8
3rd Ditto 8 8 8 8
Top Timbers 4 3/4 4 3/4 5 1/2 5 1/2
Deck { N° 24 Average } 4 3/4
Beams { Space }
Deck Beams, length amidships 25 Feet
Hold { N° 16 Average } 4 1/2
Beams { Space }
Hold Beams, length amidships 25 Feet
Keel 12 1/4 12 1/4 11 3/4 11 3/4
Scarphs of Ditto 6 1/2 5 1/2
Keelsons 13 1/2 13 1/2 12 3/4 12 3/4
Scarphs of Ditto 6 1/2 5 1/2

Outside.

Garboard Strakes .. 3 1/2 3 1/4
Garboard to Bilge .. 3 1/2 3 1/4
Bilge Planks 3 1/2 3 1/4
Bilge to Wales 3 1/2 3 1/4
Wales 4 3/4 4 1/2
Topsides 3 3/4 3 1/2
Sheer Strakes 3 3/4 3 1/2
Plank Sheers 3 1/2 3 1/4
Water-Upper Deck
Ways { Lower Deck
Ditto, faying surface
against Timbers ..
Upper Deck

Thickness of Plank.

IN SHIP. REQUIRED PER RULE. IN SHIP. REQUIRED PER RULE. IN SHIP. REQUIRED PER RULE.
Sister Keelson
Lumber Strakes 9 x 9 3 1/2
Bilge Planks 1 3 1/2
Ceiling in Flat 2 3/4 2 3/4
Ditto Bilge to Ch 2 3/4 2 3/4
Hold Beam Clamps 3 3/4 3 3/4
Deck Beam Ditto 6 1/2 x 3 2 3/4
Ceiling 'twixt Decks 2 1/4 2 1/4
Hold Beam Shelves .. u u
Deck Beam Ditto 9 x 1 1/2 x 10 u

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

Heel-Knee, and Deadwood abaft
Scarphs of Keel N° 7
Keelson Bolts through Keel at
each Floor 1
Bolts through Heels of Timbers
against Deadwood 3 1/4 3 1/4
Transoms and throats of Hooks .. 1 1/8
Arms of Hooks 1/8 1/8
Bolts thro' Bilge & Lumber Strakes,
or Thickstuff over Double Floors }
Butt End Bolts 3 1/4 3/4
Pintles of the Rudder 2 5/8 2 1/2
Hold Beam Bolts in { Waterway .. 7/8 7/8
Knees 3/4 3/8
Shelf or Clamp 3/4 3/8
Deck Beam Bolts in { Waterway .. 13/16 13/16
Knees 3/4 3/8
Shelf or Clamp 13/16 13/16
Nails or Bolts in Flat of Deck 6 6
Treenails Inches 1 1/4 1 1/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 to 3 Inches. The Space between the Top-Timbers is 4 Inches.

The Floors consist of German Oak The First Foothooks of German & English Oak as per Rule
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 fairly squared from the First Foothook Heads upwards, and tolerably free from sap, and from thence downwards, the frame is fairly squared.

The alternate Frames are — bolted together to the Gunwale. N. B. If not, state how bolted.

Butts of the Timbers are all close together; their thickness not less than 1/3 to 1/5 of the entire moulding at that place.

The Frame is cross chocked with part Butts at each end of the chock. The Main piece of Rudder is English Oak

The Main Keelson is German Heart & Teak and — free from all defects. The Main piece of Windlass is English Oak

The Stem, and Stern Post, consist of English Oak & Teak The Transoms, Aprons, Knight Heads, and
Hawse Timbers of English Oak Deadwood, of American Elm to 2 feet and are — free from all defects.

The Deck and Hold Beams consist of Teak & English Oak The Breasthooks of Teak & English Oak The Knees of Iron & English Oak

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

From the above named Height to the Light Water Mark Pitch Pine & German Oak

From the Light Water Mark to the Wales Pitch Pine & German Oak

The Wales and Black-strakes are Teak & English Oak The Topsides Teak & English Oak

The Sheer-strakes and Plank-sheers Teak & English Oak The Water-ways { Upper Deck German Oak
Lower Deck —

The Decks Yellow Pine State of good

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 3 between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are German Oak

The Ceiling, Lower Hold, and between Decks German Oak & Pitch Pine Shelf Pieces and Clamps German Oak & Pitch Pine

Fastenings.—To Hold Beams Iron Lodging Pins to each Beam & pairs of
Iron Nails and 15 pairs of Iron Hanging Pins
10 pairs of Iron diagonal Pins (4 1/2 x 3/4) scored into the frames

Deck Beams Iron & English Oak Lodging Pins in Mast Rooms &
and a Hanging Iron Nuts at each Beam

Number of Breasthooks Pine Painters Round Stems Crutches 3 of Iron

Butts End Bolts are of Y. 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 English Oak (How Made Circular)

Thickstuff over Double Floors — 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 Wm. Pile jun Surveyor's Signature —

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.
	Fore Sails,	Chain / <i>Certificates</i> / <i>no 200</i>	<i>1 1/4</i>	Bower,	3	<i>18 u 0 u 10</i>
	Fore Top Sails,	Hempen Stream Cable	<i>45</i>			<i>16 u 0 u 7</i>
	Fore Topmast Stay Sails,	Hawser .. <i>chain</i>	<i>60</i>	Stream,	1	<i>14 u 3 u 4</i>
	Main Sails,	Towlines	<i>45</i>			<i>4 u 0 u 3</i>
	Main Top Sails,	Warp	<i>45</i>	Kedge,	1	<i>2 u 0 u 3</i>
and	<i>others as usual</i>	All of <i>good</i> quality.				

Her Standing and Running Rigging is Scupper & Pine sufficient in size and good in quality.

She has the Long Boat and 2 others

The present condition of the Windlass is good Capstan Very good Rudder good Pumps good

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	November 29 th 1858
	2nd.	When the Beams are put in, &c.	February 1 st 1859
	3rd.	{ When completed, and before the plank be painted or payed }	March " "

The outside planking of this Vessel, including the
keels of the Cant Timbers, is fastened with Y. Metal
to the entire exclusion of Iron. — The Plating of the
Upper Deck is fastened with Galvanized Iron Nails

Wm R. Lee Jr

This Vessel is in all respects eligible for the Class intended viz 10th 1, excepting that the Hold Beam Clamp bolts have been driven $\frac{3}{4}$ ⁱⁿ instead of $\frac{7}{8}$ ⁱⁿ as required per Rule, this being the case we respectfully beg to leave it to the consideration of the Committee as to her eligibility for the Class.

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

Is Sheathed, ~~Doubled, Felted, or Coppered~~ with Metal on Belt to Waist When last done now

I am of opinion this Vessel should be Classed _____

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

Order No. 824 Special £ 16 : 9 : "

Certificate £ " : " : "

Committee's Minute 17th May 1859

Character assigned Be 14 11 4