

No. 6710 Survey held at Sunderland Date 11 September 1859
on the Ship "Patrician" Master
Tonnage Old Built at Sunderland When built 1859 Launched 29 August
By whom built Mr George Marshall Owners George Marshall
Port belonging to London Destined Voyage
If Surveyed while Building, Afloat, or in Dry Dock in Building

Length aloft		Feet.	Inches.	Extreme Breadth Outside						Feet.	Inches.	Depth of Hold		Feet.	Inches.	
195		35	9							22	6					
Scantlings of Timber.				Thickness of Plank.												
				Outside.						Inside.						
				Inches.			Inches.			Inches.			Inches.			
				In Ship.			In Ship.			In Ship.			In Ship.			
				Required			Required			Required			Required			
				per Rule.			per Rule.			per Rule.			per Rule.			
TIMBER AND SPACE				33 1/4	33 3/4											
Floors All double				13 3/4	13 1/2	15 1/4	13 1/2	13 1/2	13 1/4							
1st Foothooks				13 1/2	13 1/4	13 1/2	13 1/2	13 1/4	12 1/4							
2nd Ditto				12 1/2	12 1/4	12 1/2		12 1/4								
3rd Ditto				11 1/2	11 1/4	11 1/2		11 1/4								
Top Timbers				8 1/2 x 12 1/2	11 1/4 x 11		10		7 1/4							
Deck { N° 33 Average Space { 4 ft 7 in				13 1/4	13	10 1/4	10 1/2	13	11 1/2							
Beams {																
Deck Beams, length amidships				33 feet 3 inches												
Hold { N° 32 Average Space { 4 ft 4 in				14	13 3/4	14	13	13 3/4	11 1/2							
Beams {																
Hold Beams, length amidships				33 feet 6 inches												
Keel				16	15 1/2	10	20	15 1/2	15 1/2							
Scarp of Ditto				8-9	8-10											
Keelsons				20	16 1/2	20	10	16 1/2	16 1/2							
Scarp of Ditto				7-8	6-8											

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.											
Copper						Iron					
Inches						Inches					
In Ship.						In Ship.					
Required per Rule						Required per Rule					
Heel-Knee, and Deadwood abaft						Hold Beam Bolts in					
Scarphs of Keel.....N°. 11						Knees					
Keelson Bolts through Keel at						Shelf or Clamp					
each Floor						Waterway ..					
Bolts through Heels of Timbers						Deck Beam Bolts in					
against Deadwood						Knees					
						Shelf or Clamp					
						Nails or Bolts in Flat of Deck					
						Treenails					

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 16 3/4 Inches. The Space between the Top-Timbers is 15 6/8 Inches.

The Floors consist of English Oak, Teak & Green heart The First Foothooks of Eng. Oak & Teak Timber.

The Second Foothooks of Eng. Oak & Teak The Third Foothooks and Top Timbers of Eng. 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 not less than 1/4 of the breadth.

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 1/2 of the entire moulding at that place.

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

The Main Keelson is Teak, the Rudder, Green heart and off free from all defects. The Main piece of Windlass is Eng. Oak

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

Hawse Timbers of Teak & Eng. Oak Deadwood, of Teak from the Keel up and are off free from all defects.

The Deck and Hold Beams consist of Teak & Green heart 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 & Dan. Oak

or to the First Foothook Heads

From the above named Height to the Light Water Mark Dan. Oak & Teak,

From the Light Water Mark to the Wales Teak

The Wales and Black-strakes are Teak The Topsides Teak

The Sheer-strakes and Plank-sheers Teak The Water-ways { Upper Deck Teak

The Decks Yellow Pine, Lower, do Pitch & Yellow Pine State of Good

The Shifts of the Planking are not less than 6 to 7 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 Three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Teak, Green heart, & Iron Oak.

The Ceiling, Lower Hold, and between Decks Teak Shelf Pieces and Clamps Teak & Green heart

Fastenings.—To Hold Beams Dowelled and bolted to shelf and waterway, iron staple knees in the

Must rooms, and an iron hanging knee to each beam end.

Deck Beams Dowelled and bolted to shelf and waterway, staple knees in the Must rooms, and

hanging knees to each beam end.

Number of Breasthooks Eight Pointers or Transom knees, three pair Crutches Three in lower hold

Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched.

Bilges and Limber Strakes are bolted through and clenched. Treenails of Spruce & Spruce bark How Made Circular

Thickstuff over Double Floors is bolted through and clenched. General Quality of Workmanship Superior

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

Builder's Signature Geo Marshall Surveyor's Signature J. M. B. 1859

Surveyor's Signature J. M. B. 1859

Surveyor's Signature J. M. B. 1859

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Her Masts, Yards, &c. are in _____ 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				Bower,
	Fore Top Sails,	Hempen Stream Cable				
	Fore Topmast Stay Sails,	Hawser				Stream,
	Main Sails,	Towlines				
	Main Top Sails,	Warp				Kedge,
and		All of _____ quality.				

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has _____ Long Boat and

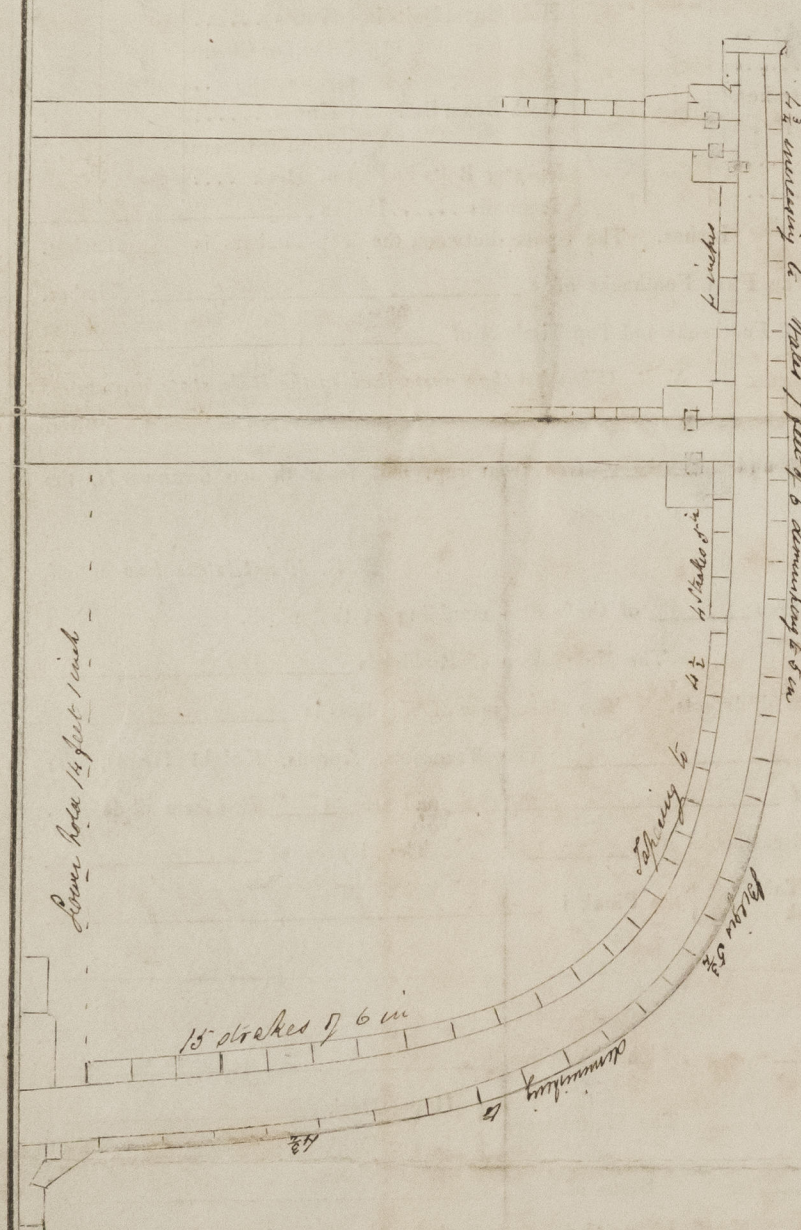
The present state of the Windlass is secure Capstan good Rudder good Pumps 2 Metal pumps with brass chains

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	Feb. 21 st 1859
2nd.	When the Beams are put in, &c.	May 23 rd "
3rd.	{ When completed, and before the plank be painted or payed }	Aug. 15 th "

This ship has 1st pair of diagonal iron truss pieces in the ceiling at an angle of nearly 40° down, and these about 8 feet apart in the space, extending from the upper deck shelves down to the beams, so as to have not less than two bolts through below the floor beam, also one pair in similar places below, they are 6½ inches diam by 3 inches thick at the lower ends, and diminishing gradually from the lowest beams to the upper ones, where they are 10 inches in thickness, both through every timber with 1½ inch yellow metal bolts in the lower hole, and 1½ inch as between decks. The shelves and columns are better furnished in every timber. The upper deck shelves are also double to the alternate frames and the hole beam shelves are always one finger against the 3 inch clamps, the short bolts were in pairs on the outside one of galvanized iron, the bolts now about half of the hole ceiling was put on before the actual planing in their all the beams are driven through, not less than 3 are driven through in every place, and the ~~shelves~~ timbers are driven through where the load depends were driven by West's Pumpworks. Practically and strictly, the greatest timbers are well bolted through, approximately and actually, and all the parts are well secured in addition to the usual bolting, the counter and stem timbers are also well secured by large iron plates passing around them on the outside, and the masts, extending forward along the frame of the ship.



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

If Sheathed, Doubled, Felted, or Coppered *Yellow Metal on patent felt 15 to 20 feet* - When last done

I am of opinion this Vessel should be Classed 13 A

The Amount of the Fee.....£ 5 : 0 : - is received by me,

Special£ 56: 19 :
Certificate£ :

Committee's Minute 23rd September 1859

Character assigned A - for 13 years