

No. 7376 Survey held at Lundeland Date Feb 19 1862 Rec 28/2/62  
on the B. "Tabella Atkins" Master Atkinson  
Tonnage Old New 339 Built at Lundeland When built 1852 Launched Feb 7/62  
By whom built James Ransom & Watson Owners Atkinson & Co  
Port belonging to So Shields Destined Voyage  
If Surveyed while Building, Afloat, or in Dry Dock Whilst building

Length aloft		Feet.		Inches.		Extreme Breadth Outside		Feet.		Inches.		Depth of Hold		Feet.		Inches.	
		Sided.		Moulded.		Sided.		Moulded.									
		Middle.		Ends.		Middle.		Ends.									
Scantlings of Timber.										Outside.		INCHES.		Inside.		INCHES.	
TIMBER AND SPACE												In Ship.		Required per Rule.		In Ship.	
Floors	25	11 1/2	10	10 1/4	10 1/4	8 1/4	8 1/4	8 1/4	8 1/4	Garboard Strakes	3 1/2	3 1/4	Limber Strakes	3 1/2	3 1/2	3 1/2	3 1/2
1 <sup>st</sup> Foothooks	9 1/2	10	10	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	Garboard to Bilge	3 1/2	3 1/4	Bilge Planks	3 1/2	3 1/2	3 1/2	3 1/2
2 <sup>nd</sup> Ditto	9 1/2	9 1/2	9 1/2	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	Bilge Planks	3 1/2	3 1/4	Ceiling in Flat	2 3/4	2 3/4	2 3/4	2 3/4
3 <sup>rd</sup> Ditto	8	8	8	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4	Bilge to Wales	3 1/2	3 1/4	Ditto Bilge to Clamp	3	2 3/4	2 3/4	2 3/4
Top Timbers	8	8	8	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4	Wales	4 1/2	4 1/2	Hold Beam Clamps	2 3/4	3 1/4	3 1/4	3 1/4
Deck } N <sup>o</sup> 21 Average Space {	9	9	9	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	Topsides	3 1/2	3 1/2	Deck Beam Ditto	3 1/2	3 1/2	3 1/2	3 1/2
Deck Beams, length amidships	25	11 1/2	10	10 1/4	10 1/4	8 1/4	8 1/4	8 1/4	8 1/4	Sheer Strakes	3 1/2	3 1/2	Ceiling 'twixt Decks	2 3/4	2 3/4	2 3/4	2 3/4
Hold } N <sup>o</sup> 10 Average Space {	10	10	10	9 1/4	9 1/4	9 1/4	9 1/4	9 1/4	9 1/4	Plank Sheers	3 1/2	3 1/2	Hold Beam Strakes	3 1/2	3 1/2	3 1/2	3 1/2
Hold Beams, length amidships	25	11 1/2	10	10 1/4	10 1/4	8 1/4	8 1/4	8 1/4	8 1/4	Water-Upper Deck	10	10	Deck Beam Ditto	3 1/2	3 1/2	3 1/2	3 1/2
Keel	13 1/2	14	14	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	Ways } Lower Deck	10	10					
Scarphs of Ditto	5	5	5	5	5	5	5	5	5	Ditto, faying surface against Timbers	0 1/4	0 1/2					
Keelsons	10 1/2	11	11	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	Upper Deck	3	3					
Scarphs of Ditto	5	5	5	5	5	5	5	5	5								
Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.																	
Heel-Knee, and Deadwood abaft		Copper		Inches required in Ship.		Inches required per Rule.		Transoms and throats of Hooks		Copper		Inches required in Ship.		Inches required per Rule.		Hold Beam Bolts in	
Scarphs of Keel.....N <sup>o</sup> .		1 1/2		1 1/2		1 1/2		Arms of Hooks		1 1/2		1 1/2		1 1/2		Waterway ..	
Keelson Bolts through Keel at each Floor		1		1		1		Bolts thro' Bilge & Limber Strakes, or Thirstuff over Double Floors		3/4		3/4		3/4		Knees .....	
Bolts through Heels of Timbers against Deadwood		1 1/2		1 1/2		1 1/2		Butt End Bolts		1 1/2		1 1/2		1 1/2		Waterway ..	
		1 1/2		1 1/2		1 1/2		Pintles of the Rudder		3/4		3/4		3/4		Knees .....	
		1 1/2		1 1/2		1 1/2										Waterway ..	
		1 1/2		1 1/2		1 1/2										Knees .....	
		1 1/2		1 1/2		1 1/2										Waterway ..	
		1 1/2		1 1/2		1 1/2										Knees .....	
		1 1/2		1 1/2		1 1/2										Waterway ..	
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		1 1/2		1 1/2		1 1/2										Waterway ..	
		1 1/2		1 1/2		1 1/2										Knees .....	
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		1 1/2		1 1/2		1 1/2										Waterway ..	
		1 1/2		1 1/2		1 1/2										Knees .....	
		1 1/2		1 1/2		1 1/2										Waterway ..	
		1 1/2		1 1/2		1 1/2										Knees .....	
		1 1/2		1 1/2		1 1/2										Waterway ..	
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		1 1/2		1 1/2		1 1/2										Knees .....	
		1 1/2		1 1/2		1 1/2										Waterway ..	
		1 1/2		1 1/2		1 1/2										Knees .....	
		1 1/2		1 1/2		1 1/2										Waterway ..	
		1 1/2		1 1/2		1 1/2										Knees .....	
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		1 1/2		1 1/2		1 1/2										Waterway ..	
		1 1/2		1 1/2		1 1/2										Knees .....	
		1 1/2		1 1/2		1 1/2										Waterway ..	
		1 1/2		1 1/2		1 1/2										Knees .....	
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		1 1/2		1 1/2		1 1/2										Knees .....	
		1 1/2		1 1/2		1 1/2										Waterway ..	
		1 1/2		1 1/2													

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.

The Floors consist of German Oak The First Foothooks of German 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 1/2 of the entire moulding at that place.

The rest of the Shifts of the Frame are sufficient N. B. When less than prescribed by the Rule, state how many.

The Frame is well squared from the First Foothook Heads upwards, and fairly 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 3/4 of the entire moulding at that place.

The Frame is well chocked with put Butt at each end of the chock.

The Main piece of Rudder is English Oak

The Main Keelson is Greenheart and free from all defects. The Main piece of Windlass is English Oak

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

Hawse Timbers of English Oak Deadwood, of English Oak and are free from all defects.

The Deck and Hold Beams consist of 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 Pitch Pine & German Oak

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

The Wales and Black-strakes are Pitch Pine The Topsides Pitch Pine

The Sheer-strakes and Plank-sheers Greenheart & Eng. Oak The Water-ways { Upper Deck Pitch Pine, German Oak

The Decks Yellow Pine { Lower Deck English Oak

The Shifts of the Planking are not less than 1/2 Feet — Inches. State of

or partial, and if partial, in what part of the Ship. N. B. If less than prescribed by the Rule, state whether general The Planking is wrought True between, and without step-butting

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

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

**Fastenings.**—To Hold Beams Iron to each Beam, 8 pairs

Deck Beams Iron to each Beam, 7 pairs of banding

Number of Breasthooks 5 Pointers of Iron Crutches of Iron

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

Bilge and Limber Strakes all bolted through and clenched. Treenails of English Oak How Made Circular

Thickstuff 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 Ransom & Watson Surveyor's Signature S. D. Dalling

SLD 935-0036



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>certified good</u>	200 1 7/8	Bower, .....	3 16 2 1/2
2	Fore Top Sails,	Hempen Stream Cable .....	80 8	Stream, .....	1 4 1 0
2	Fore Topmast Stay Sails,	Hawser <u>Chain</u>	50 1/8	Kedge, .....	1 1 3 20
1	Main Sails,	Towlines .....	75 5		
1	Main Top Sails,	Warp .....	75 5		
and <u>others as usual</u>		All of <u>good</u> quality.			

Her Standing and Running Rigging of Iron & Hemp sufficient in size and good in quality.

She has One Long Boat and two others

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

2nd. When the Beams are put in, &c.

3rd. { When completed, and before the  
plank be painted or payed }

Specially surveyed from the 12 Sept 61  
to the present time

*This vessel is fastened with Yellow Metal inclusive  
of the Heels of Cant Timbers and Flat of Copper  
Deck to the entire exclusion of Iron.*

*Rawson & Watson*

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

If Sheathed, Doubled, Felted, or Coppered to be sheathed with yellow metal at Shields When last done

I am of opinion this Vessel should be Classed 1st A

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

Order No. 1130 Special .....£ 16 : 19 : "

Certificate .....£ " : " : "

Committee's Minute 28<sup>th</sup> February 1862.

Character assigned 1st Jan 10 Years



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Foundation