

No. 8184 Survey held at Sunderland Date July 18th 1864
 on the Bk "WALKER HALL" Master R Curry
 Tonnage Old Under Deck 344.52 Built at Sunderland When built 1864 Launched 5th July 1864
 By whom built J Davidson Owners Thos Anderson
 Part belonging to Sunderland Destined Voyage Alexandria
 Surveyed while Building, Afloat, or in Dry Dock Whilst Building

Length aloft	Feet		Inches		Extreme Breadth Outside	Feet		Inches		Depth of Hold	Feet		Inches	
	117	3	3	3		27	3	17	3					
Scantlings of Timber.														
TIMBER AND SPACE														
Floors	2 1/4	"	2 1/4	"	"	"	"	"	"	3 1/2	3 1/4	Limber Strakes	3 1/4	3 1/2
1 st Foothooks	1 1/4	1 1/4	9 3/4	10 1/4	10 1/4	8 3/4	8	8 3/4	8	3 1/2	3 1/4	Bilge Planks	4 1/4	3 1/2
2 nd Ditto	9 1/4	9 3/4	8 1/2	8 3/4	8 3/4	8	8	8	7 1/4	3 1/2	3 1/4	Ceiling in Flat	2 3/4	2 3/4
3 rd Ditto	8 1/2	8 1/2	8	8	8	8	8	8	7 1/4	3 1/2	3 1/4	Ditto Bilge to Clamp	2 3/4	2 3/4
Top Timbers	7 1/4	7 1/4	6	7 1/4	7 1/4	5 1/4	5 1/4	5 1/4	5 1/4	4 1/4	4 1/2	Hold Beam Clamps	4 1/4	3 3/4
Deck Beams	8 1/2	8 1/2	7 1/4	8 1/2	8 1/2	7 1/4	7 1/4	7 1/4	7 1/4	4	3 1/2	Deck Beam Ditto	3 3/4	3 1/2
Hold Beams	12	12	10 1/2	11 3/4	11 3/4	9 3/4	9 3/4	9 3/4	9 3/4	3 1/2	3 1/4	Ceiling 'twixt Decks	2 1/4	2 1/4
Keel	12	13 1/4	"	11 3/4	11 3/4	"	"	"	"	10x10	6 1/2	Hold Beam Sheels	4	3 3/4
Scarpsh of Ditto	5 1/2	5 1/4	"	5 1/2	5 1/2	"	"	"	"	4	3 1/2	Deck Beam Ditto	"	"
Keelsons	13 1/4	14	"	12 3/4	12 3/4	"	"	"	"	3	3			
Scarpsh of Ditto	9 1/2	"	"	5 1/10	5 1/10	"	"	"	"					

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

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	1 1/8	"	1 1/8	Transoms and throats of Hooks	1	"	1
Scarpsh of Keel, N ^o 7 & 8	7/8	"	7/8	Arms of Hooks	7/8	"	7/8
Keelson Bolts through Keel at each Floor	1	"	1	Thro' Bilge & Limber Strakes	3/4	"	3/4
Bolts thro' Heels of Timbers against Deadwood	13/16	"	13/16	Thickstuff over Double Floors	1 1/16	"	1 1/16
				Butt End Bolts	2 3/4	"	2 3/4
				Pintles of the Rudder	2 3/4	"	2 3/4
				Hold Beam Bolts in Waterway	1 1/8	"	1 1/8
				Hold Beam Bolts in Shelf or Clamp	7/8	"	7/8
				Deck Beam Bolts in Waterway	13/16	"	13/16
				Deck Beam Bolts in Shelf or Clamp	13/16	"	13/16
				Nails or Bolts in Flat of Deck	5/16	"	5/16
				Treenails	1 1/4	"	1 1/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 3 1/4 Inches.
 The Floors consist of German Oak The First Foothooks of German & 2^d Oak & 1st 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 4 1/2 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 fairly free from sap, and from thence downwards, the frame is the same
 The _____ Frames are _____ bolted together to the Gunwale, from floor heads. N. B. If not, state how bolted.
 The Butts of the Timbers are _____ close together; their thickness not less than 1/3 to 1/4 of the entire moulding at that place.
 The Frame is Cross chocked with some Butt at each end of the chock. The Main piece of Rudder is 2^d Oak of Windlass is 2^d Oak
 The Keel is 2^d & 1st Elm The Main Keelson is Greenheart and aff^r free from all defects.
 The Stem, and Stern Post of English Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak Deadwood, of 1st Elm & 2^d Oak & 1st Rule and are aff^r free from all defects.
 The Deck and Hold Beams of German 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
 or to the First Foothook Heads }
 From the above named Height to the Light Water Mark Dantzic & other German Oak
 From the Light Water Mark to the Wales Dantzic Oak
 The Wales and Black-strakes are Dantzic Oak The Topsides & Sheer-strakes Dantzic Oak
 The Spirketting and Plank-sheers German Oak The Water-ways { Upper Deck Red Pine & Y^e Oak
 { Lower Deck _____
 The Decks Yellow Pine State of good
 The Shifts of the Planking are not less than 5 Feet 11 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 Dantzic & other German Oak
 The Ceiling, Lower Hold, and between Decks Dantzic & other Y^e Oak Shelf Pieces and Clamps Dantzic & other Y^e Oak
Fastenings.—To Hold Beams 14 pairs of Hanging Knees, 8 pairs of which are knee Riders & Lodging Knees to every Beam.
 Deck Beams 21 pairs of Hanging Knees & Lodging Knees to every Beam.

Number of Breasthooks Six Pointers Two Transoms & 1 ft of Iron Crutches one & two Hooks.
 Butt End Bolts are of Yellow Metal in the Bottom: two Bolts in each Butt End one of each through and clenched.
 Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of English Oak How Made turned
 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 J Davidson Surveyor's Signature J W Miles

SLD936-0050

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 .		Certificate produced	Fathoms.	Inches.	Certificate produced	N ^o .	Weight.
2	Fore Sails,	<u>test strain in tent</u>	210	1 1/4	<u>test strain in tent</u>	3	17.0.0
1	Fore Top Sails,	<u>test strain in tent</u>	80	7/8	<u>test strain in tent</u>	1	17.0.0
2	Fore Topmast Stay Sails,		80	6		1	16.3.0
1	Main Sails,		85	9			
2	Main Top Sails;		80	5		2	3.0.21
and <u>others as usual</u>		All of <u>Good</u> quality.				2	1.3.21

Her Standing and Running Rigging Wire & 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 Good Rudder Good Pumps two Metal 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 Built under Special Survey
 - 2nd. When the Beams are put in, &c. between the 31st of October 1863
 - 3rd. { When completed, and before the plank be painted or payed } and the present date.

This Vessel is fastened with Yellow Metal to the exclusion of Iron as prescribed by the Rules, Section 46, for vessels claiming an additional year for yellow metal fastenings.

John Davison
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Caulking tested during the progress of the work, also examined by boring.

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on Bottom When last done July 1864

I am of opinion this Vessel should be Classed G.A. 1

The Amount of the Fee.....£ 14 : " : " is received by me,

Order No 1495 Special£ 17 : 14 : "

Certificate£ : " : "

Committee's Minute 26th July 1864

Character assigned G.A. 1 for 9 Years

