

No. 9589 Survey held at Sunderland Date 7th April 1869
 on the Schooner "Edward Austin" Master A. Simpson
 Tonnage under tonnage deck 78.24 Built at Sunderland When built 1869 Launched 30 March 1869
 Ditto of poop House or spar deck 0.97 By whom built Wm. Pickering Gill Owners J. Hudson & Co.
 Deck Crew Space 79.21 Total tonnage 75.10 Port belonging to London Destined Voyage Coasting
 Surveyed while Building, Afloat, or in Dry Dock Whilst Building

Length as per section 39 ..	Feet. 73	Inches. -	Extreme Breadth Outside	Feet. 20	Inches. 8	Depth of Hold	Feet. 8	Inches. 7	Number of Decks <u>One</u>
Length of Keel	70								
Scantlings of Timber. TIMBER AND SPACE									
Floors	8	8	7	8	7	6			
1 st Foothooks	7	7	-	7	6	-			
2 nd Ditto	6 1/2	6 1/2	-	6 1/2	5 1/2	-			
3 rd Ditto	6	6	-	6	5 1/2	4			
Top Timbers									
Deck } N ^o <u>12</u> Average } <u>4 ft</u> Beams } Space }	7 1/2	7 1/2	6 1/2	7 1/4	7 1/4	6			
Deck Beams, length amidships	<u>19 feet</u>								
Hold } N ^o - Average } Beams } Space }	-	-	-	-	-	-			
Hold Beams, length amidships	-								
Keel <u>in one piece</u>	9	12	-	8	8	-			
Scarp of Ditto	-	-	-	-	-	-			
Keelsons <u>Keelson 6 3/4 x 9 in German Oak</u> Scarp of Ditto	10	11 1/2	-	9	9	-			

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.											
	Copper or Y.M. in Ship.	Galv. Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Galv. Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Galv. Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	-	14/16	14/16	Transoms and throats of Hooks	12/16	12/16	12/16	Hold Beam	-	-	-
Scarp of Keel, N ^o	-	-	-	Arms of Hooks	12/16	4/16	-	Bolts in	-	-	-
Keelson Bolts through Keel at each Floor	-	14/16	12/16	Thro' Bilge & Limber Strakes	-	10/16	9/16	Waterway ..	-	11/16	10 1/16
Bolts thro' Heels of Timbers against Deadwood	-	10/16	10/16	Thickstuff over Double Floors	-	-	-	Bolts in	-	10 1/16	10 1/16
				Butt End Bolts	-	10/16	9/16	Waterway ..	-	11/16	10 1/16
				Short Bolts in Ceiling	-	8/16	-	Bolts in	-	11/16	10 1/16
				Pintles of the Rudder <u>3 of Iron</u>	-	2	1 1/8	Shelf or Clamp	-	-	-

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 3 1/2 to 4 Inches.
 The Floors consist of German Oak The First Foothooks of German Oak & 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 1/6 Extreme Breadth N.B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are the same
 The Frame is fairly squared from First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is the same
 The 1 from floor heads Frames are — bolted together to the Gunwale. N.B. If not, state how bolted.
 The Butts of the Timbers are — close together; their thickness not less than 3/8 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 Eng Oak of Windlass is Eng Oak
 The Keel is Amer. Oak The Main Keelson is German Oak and App 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 Amer. Oak and are App free from all defects.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is American Rock Elm
 or to the First Foothook Heads }
 From the above named Height to the Light Water Mark Dantzic Oak 12
 From the Light Water Mark to the Wales Dantzic Oak 9
 The Wales and Black-strakes are African Oak 12 The Topsides & Sheer-strakes African Oak
 The Spiketing and Plank-sheers German Oak 9 The Water-ways { Upper Deck German Oak
 Lower Deck — 9
 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 three 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 Shelf Pieces and Clamps Dantzic Oak
Fastenings.—To Hold Beams —

Deck Beams Dowelled to Shelf and dove-tailed to the waterway; 8 pairs of rider knees and 6 pairs of hanging knees, & Iron lodging knees in the chest-rooms
 Number of Breasthooks three Pointers — Crutches 2 W.
 Butt End Bolts are of Galv. Iron in the Bottom. two Bolts in each Butt End one through and clenched.
 Bilge and Limber Strakes Galv. Iron bolted through and clenched. Treenails of Sp. Dry Oak How Made turned
 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. Pickering Gill Surveyor's Signature James Sibun

51938-0046

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

N ^o . and Description	SAILS	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	140	15/16	15 7/8	12 1/16	10 1/10	Bowers	1	4.1.4	6.13.3.0	2.3.0	5 2/70
	Fore Top Sails,												
	Fore Topmast Stay Sails,	Hempen Stream Cable	75	7/16				Stream	1	1.2.9			
	Main Sails,	Hawser Chain	40										
	Main Top Sails,	Towlines	75	5									
		Warp	76	4									
		All of <u>good</u> quality.											

Her Standing and Running Rigging Henry's sufficient in size and good in quality.

She has one Long Boat and —
 The present state of the Windlass is firm Capstan Whinch Rudder X Pumps 3 W of metal & good

Order for Special Survey, No. — Date —
 Order for Ordinary Survey, No. — Date —
 DATES of Surveys held while building, as per Section 35.
 1st. When the Frame is completed built under V.O. 8
 2nd. When the Beams are put in, &c. Unveiled 1869 July 15
 3rd. { When completed, and before the }
 { plank be painted or payed } 18. March 3. 7. 18. 23. 4. 6.

General Remarks

The testing certificates of Anchors and chain cables have been produced, issued from the Sunderland public testing machine & signed by Mr. John Hartness

Present condition of Caulking of Bottom, good Deck, good and Waterways Good
 If Sheathed, Doubled, Felted, or Coppered — When last done —

I am of opinion this Vessel should be Classed QAI
 The Amount of the Fee.....£ 1 : " : " is received by me,
 Special£ 3 : 18 : "
 Certificate£ " : " : "

James Abun

Committee's Minute 23rd April 18 69
 Character assigned A 1 for 9 years

