

208 Survey held at Northam, Southampton Date 28 Feb 30 June 1855, 26 May 20 June 7 Oct 5 Dec 56, 4 Feb 1857
the Ship "Suffolk" Master John B Martin
Old
Age New 975 59 Built at Northam When built 1856 & 1857 Launched 26 February
by whom built Messrs Wigram & Sons Owners Messrs Wigram & Sons
Port belonging to London Destined Voyage London
If Surveyed while Building, Afloat, or in Dry Dock.

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
19 8	6	33	6	20	9 1/2			
Scantlings of Timber.								
Thickness of Plank.								
Outside.			Inside.			Outside.		
In Ship.			In Ship.			In Ship.		
Garboard Strakes ..	8 1/2	4 1/4	Limber Strakes	5	5 1/4	Garboard to Bilge ..	5	4 1/4
Bilge Planks	5	4 1/4	Bilge to Wales	5	4 1/4	Bilge Planks	5 1/2	5 1/4
Wales	6	5 1/4	Sheer Strakes	4 1/2	4 1/2	Ceiling in Flat	4 1/2	5 1/2
Topsides	4 1/2	4 1/2	Plank Sheers	4	4	Ditto Bilge to Clamp	4	3 1/2
Water - Upper Deck	9 1/2	12	Water - Lower Deck	12 1/2	12 1/2	Hold Beam Clamps..	5	4 1/2
Upper Deck	4	3 1/2				Deck Beam Ditto ..	3	3 1/2

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.								
Copper			Iron			Copper		
Inches required per Rule			Inches required per Rule			Inches required per Rule		
Heel-Knee, and Deadwood abaft	1 3/4	1 1/8	Transoms and throats of Hooks ..	1 1/4	1 1/4	Hold Beam Bolts in	1 3/8	1 3/8
Scarp of Keel.....N ^o . 8	1 1/8	1 1/8	Arms of Hooks	1 3/8	1 3/8	Knees	1 3/8	1 3/8
Keelson Bolts through Keel at	1 1/4	1 1/4	Bolts thro' Bilge & Limber Strakes,	1 5/8	1 5/8	Shelf or Clamp	1 3/8	1 3/8
each Floor	1 1/4	1 1/4	or Thickstuff over Double Floors	1 5/8	1 5/8	Waterway ..	1	1
Bolts through Heels of Timbers	1 1/8	1 1/8	Butt End Bolts	1 5/8	1 5/8	Deck Beam Bolts in	1 1/2	1 1/2
against Deadwood	1 1/8	1 1/8	Pintles of the Rudder	3 1/2	3 1/2	Knees	1 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 4 Inches.
The Floors consist of English Oak The First Foothooks of English Oak Timber.
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 feet 8 inches N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are 4 feet 8 inches

The Frame is well squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is well squared

The alternate 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 1/3 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 English Oak

The Main Keelson is English Oak & 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 & African Oak & Greenheart 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 & English Elm
or to the First Foothook Heads

From the above named Height to the Light Water Mark Pitch Pine

From the Light Water Mark to the Wales Teak & one or two English Oak at the ends

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

The Sheer-strakes and Plank-sheers Teak The Water-ways { Upper Deck Teak
Lower Deck Greenheart & Eng Oak

The Decks American yellow pine fastened with yellow metal State of Good

The Shifts of the Planking are not less than Five 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-buttling.

Planking Inside.—The Limber-strakes and Bilge-strakes are Greenheart & Teak

The Ceiling, Lower Hold, and between Decks Teak, Eng Oak & Greenheart Shelf Pieces and Clamps Greenheart, Teak & Eng Oak

Fastenings.—To Hold Beams dowelled to the Shelf, Waterway dovetailed into Beam end on the top, Iron hanging knee to each Beam, English Oak lodging knee in each mast Room

Deck Beams dowelled to the Shelf, Waterway dovetailed into Beam end, Iron hanging knee to each Beam, English Oak lodging knee in each mast Room

Number of Breasthooks Eight Iron Pointers { ceiling worked up large iron
Transoms on top of ceiling at
Fore and Aft of Stempost } Crutches Five Iron

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

Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made Turned

Thickstuff over Double Floors are 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 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,	1 chain	150 1 1/8	1	29.1
	Fore Top Sails,	Chain	150 1 1/8	1	42.2
	Fore Topmast Stay Sails,	Hempen Stream Cable			
	Main Sails,	Hawser			
	Main Top Sails,	Towlines			
		Warp			
		All of	quality.		

Her Standing and Running Rigging Is wire and sufficient in size and good in quality.

She has Long Boat and

The present state of the Windlass is Patent, two Capstans & double winch Rudder efficient Pumps Four

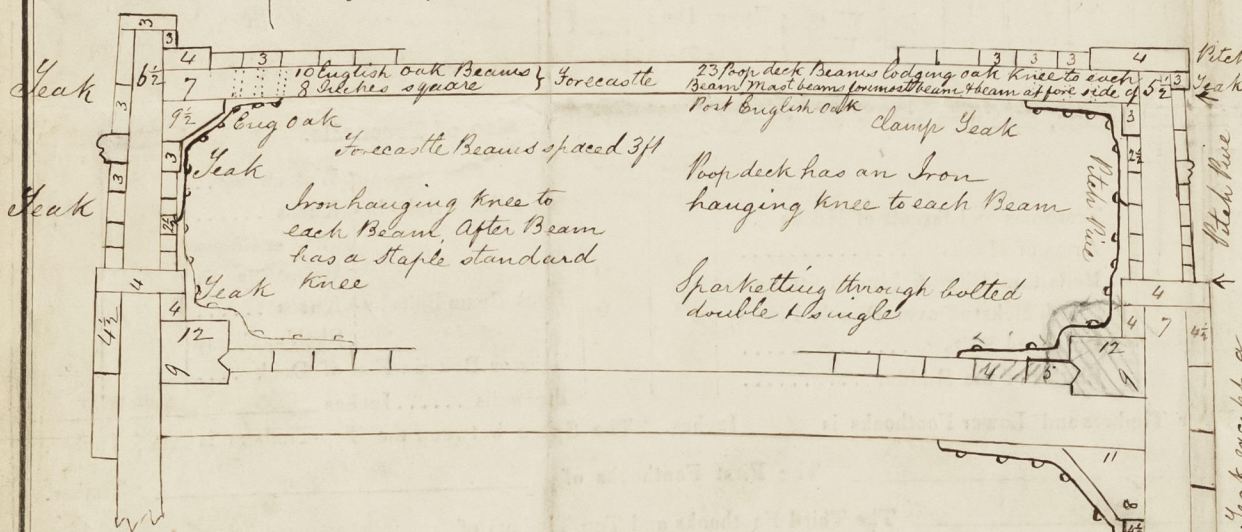
General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed 30th June 1855

2nd. When the Beams are put in, &c. 7th October 1856

3rd. { When completed, and before the plank be painted or payed } 5th November 1856



The material and workmanship in this vessel is very creditable to the Builders and she is well fastened with treenails and through Bolts particularly below the Hold Beams where the requirements of the Rules have been exceeded; all the Bolts required by the Rules for a thirteen years vessel are of yellow metal. The outfit was not finished when the vessel left this port. Fees to be paid in London

Bottom plank English & Amerⁿ Elm

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on Felt When last done March 1857

I am of opinion this Vessel should be Classed A-1 Thirteen Years when the Out Fit is finished

The Amount of the Fee.....£ 5 : 0 : 0 is received by me, not paid

Special£ : : 24/4/57

Certificate£ : 5 : 0 not paid

Committee's Minute 21st April 1857

Character assigned for 13 Years