No. 1582 Survey held at Hartlepool Date 24 Octr 1858 Rec 27/11/58 1855

on the Brig Seneca Master G Moore 1582

Tonnage Old 318 New Built at P E Island When built 1853 Launched

By whom built Owners Thos Drysdale & Co

Port belonging to Hartlepool Destined Voyage Mediteranean

If Surveyed while Building, Afloat, or in Dry Dock On a Patent Slip

Length aloft ..... Feet. 103 Inches. 0 | Extreme Breadth Outside ..... Feet. 26 Inches. | Depth of Hold ..... Feet. 16 Inches. 0

**Scantlings of Timber.**

| | | Inches. | | Inches. Middle | Inches. Ends |
|---|---|---|---|---|---|
| Timber and Space ..... | | 24 | | | |
| Floors ..... | sided | | Moulded | 10½ | 12 |
| 1st Foothooks ..... | " | | 10 | 10½ | |
| 2nd Ditto ..... | " | | " | | |
| 3rd Ditto ..... | " | | 10 | 10 | |
| Top Timbers ..... | " | | 6 | 9 | |
| Deck Beams No 18 Average Space 5 feet | " | | 10 | 10 | 8 |
| Deck Beams, length amidships 24 feet | " | | " | | |
| Hold Beams No 11 Average Space 5 feet 7 | " | | " | | |
| Hold Beams, length amidships 24 | " | | 11 | 11 | 9 |
| Keel ..... | " | 1 | 12 | 12 | |
| Scarphs of Ditto ..... | " | 6.6 | " | | |
| Keelsons ..... | " | | 15 | 12 | |
| Scarphs of Ditto ..... | " | 5.6 | 13½ | 11½ | |

**Thickness of Plank.**

| Outside. | Inches. | Inside. | Inches. |
|---|---|---|---|
| Garboard Strakes ..... | | Limber Strakes no 2 | 5 |
| Garboard to Bilge no 11 | 3 | Bilge Planks 5 | 5 |
| Bilge Planks 5 | 5 | Ceiling in Flat 8 | 3 |
| Bilge to Wales 9 | 3 | Ditto Bilge to Clamp 6 | 3½ |
| Wales ..... | 4½ | Hold Beam Clamps 2 | 4½ |
| Topsides ..... | 3½ | Deck Beam Ditto 3 | 4½ |
| Sheer Strakes ..... | 3¼ | Ceiling 'twixt Decks 4 | 3½ |
| Plank Sheers ..... | 3 | ~~Hold Beam Shelfs~~ ..... | |
| Water-Ways { Upper Deck / ~~Lower Deck~~ | 8 | ~~Deck Beam Ditto~~ ..... | |
| Upper Deck ..... | 3½ | | |

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

| | ~~Copper Inches.~~ | Iron Inches. | | ~~Copper Inches.~~ | Iron Inches. | | ~~Copper Inches.~~ | Iron Inches. |
|---|---|---|---|---|---|---|---|---|
| Heel-Knee, and Deadwood abaft | | 1 1/16 | Transoms and throats of Hooks .. | | 1⅛ | Hold Beam Bolts in Waterway .. | | ⅞ |
| Scarphs of Keel ..... No flat | | 1 1/16 | Arms of Hooks ..... | | 1 | Hold Beam Bolts in Knees ..... | | |
| Keelson Bolts through Keel at each Floor ..... | | 1 1/16 | Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors | | ¾ | Hold Beam Bolts in Shelf or Clamp | | ⅞ |
| Bolts through Heels of Timbers against Deadwood ..... | | | Butt End Bolts ..... | | ¾ | Deck Beam Bolts in Waterway .. | | |
| | | | Pintles of the Rudder ..... | | 3 | Deck Beam Bolts in Knees ..... | | ¾ |
| | | | | | | Deck Beam Bolts in Shelf or Clamp | | |
| | | | | | | Nails or Bolts in Flat of Deck .... | | ¾ |
| | | | | | | Treenails ..... Inches | | 1¼ |

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 3½ Inches. The Space between the Top-Timbers is 3½ Inches.

The Floors consist of Birch The First Foothooks of Birch Timber.

The Second Foothooks of Birch The Third Foothooks and Top Timbers of Red Pine

The Shifts of the First and Second Foothooks are not less than not Seen *N. B. When less than prescribed by the Rule, state how many.*

The rest of the Shifts of the Frame are not Seen

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

The alternate Frames are not Seen bolted together to the Gunwale. *N. B. If not, state how bolted.*

The Butts of the Timbers are not Seen close together; their thickness not less than not Seen of the entire moulding at that place.

The Frame is crop chocked with no Butt at each end of the chock. The Main Keel is Red Pine

The Main Keelson is Red Pine and well free from all defects. The False Keelson is Birch

The Stem, and Stern Post, consist of Birch The Transoms, Aprons, Knight Heads, and Hawse Timbers of Red Pine Deadwood, of Birch and are well free from all defects.

The Deck and Hold Beams consist of Red Pine The Breasthooks of Iron & Red Pine The Knees of Fir

**Planking Outside.**—From the Keel to the Height defined in Note to Table A or to the First Foothook Heads } the Plank is Black Birch

From the above named Height to the Light Water Mark Birch & Fir

From the Light Water Mark to the Wales Red Pine

The Wales and Black-strakes are Red Pine The Topsides R. Pine

The Sheer-strakes and Plank-sheers Red Pine The Water-ways { Upper Deck Red Pine / ~~Lower Deck~~

The Decks Yellow Pine State of Good

The Shifts of the Planking are not less than 5 Feet 6 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 Red Pine

The Ceiling, Lower Hold, and between Decks Red Pine ~~Shelf Pieces~~ and Clamps Red Pine

**Fastenings.**—To Hold Beams wood, Lodging knees fore & aft and a Vertical knee Side Rider to Each beam 2 Pair of deck Standards in way of mast to

Deck Beams wood, Lodging knees fore and Aft and 2 Pair of vertical knees Iron.

Number of Breasthooks 5 wood 3 Iron Pointers 2 Iron Crutches one Iron one wood Chine

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

Bilge and Limber Strakes are all bolted through and clenched. Treenails of Red Pine How Made good

~~Thickstuff over Double Floors.~~ bolted through and clenched. General Quality of Workmanship very fair

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

*Builder's Signature* *Surveyor's Signature* John McEwen

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

| She has SAILS. | | CABLES, &c. | Fathoms. | Inches. | ANCHORS, and their weights. | | | |
|---|---|---|---|---|---|---|---|---|
| N°. | | | | | | N°. | Weight. | |
| 2 | Fore Sails, | Chain | 240 | 15/16 | Bower, | 3 | cwt 15.0.0 | cwt 15.0.0 |
| 2 | Fore Top Sails, | Hempen Stream Cable | 80 | 11 | | | 14.0.0 | |
| 2 | Fore Topmast Stay Sails, | Hawser Chain | 70 | 1 | Stream, | 1 | 4.2.0 | |
| 2 | Main Sails, | Towlines | 80 | 6 1/2 | | | | |
| 2 | Main Top Sails, | Warp | 80 | 5 1/2 | Kedge, | 1 | 3.0.0 | |
| and the Rest as usual | | All of Good quality. | | | | | | |

Her Standing and Running Rigging is 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 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
2nd. When the Beams are put in, &c.
3rd. When completed, and before the plank be painted or payed

Work now Done a Strake of the Bildge inside taken up fore and aft both Sides a Listing Out fore and aft between decks and under the lower deck Clamps a quantity of trenails renewed and bolts driven out for examination 4 Plank outside in the Larboard Bildge renewed new afterpiece of main keel and Garbutt Strakes the vessel having been on Shore a knee Side Rider to each lower deck beam two bolts in the floorheads 2 Iron Pointers aft one Iron transom one Iron Crutch 3 Iron breast hooks 2 Pair of Standards on lower deck Beams and the Vessel Caulked all over and Sheathed with yellow metal on felt to the 11 foot mark

Zinc

This Vessel is in good Condition in hull and Stores and in a Fit State to Carry dry and Perishable Cargoes all over the world And I Recommend her to be Classed A1 For 4 years

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

If Sheathed, ~~Doubled,~~ Felted, ~~or Coppered~~ with zinc on felt When last done now

I am of opinion this Vessel should be Classed A1 For 4 Years from 1853

The Amount of the Fee.....£ 4 : 0 : 0 is received by me, John McEwen

Special .....£ 4 : 4 : 0

Certificate ....£ : 5 : 0

*Committee's Minute* 27th November 1855

*Character assigned* A1 for 4 Years

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