

Rev 21/5/53

No. 500 Survey held at Leamington Date 51 to May 1852
on the Ship Crystal Palace Master Nicholas Wendell Manacott
Tonnage 480 Built at Leamington When built Launched May 20th 1852
By whom built John Mansfield Junr Owners John Liggett
Port belonging to London Destined Voyage China
If Surveyed Afloat or in Dry Dock While building under special survey throughout

Length aloft <u>between Perpendiculars</u> <u>136</u> Feet. <u>13</u> Inches.	Extreme Breadth <u>outside</u> <u>27</u> Feet. <u>6</u> Inches.	Depth of Hold <u>18</u> Feet. <u>1</u> Inches.
Scantlings of Timber.		
Room and Space <u>26 1/2</u> Inches.	Inches. Middle <u>11 1/2</u> Ends <u>11 1/2</u>	Thickness of Plank.
Floors <u>12</u> sided	Moulded <u>11 1/2</u> <u>11 1/2</u>	Outside.
1st Foothooks <u>11</u>	<u>11 1/2</u> <u>10</u>	Keel to Bilge <u>3 1/2</u> Inches.
2nd Ditto <u>10</u>	<u>11 1/2</u> <u>8</u>	Bilge Planks <u>5</u>
3rd Ditto <u>8 1/2</u>	<u>10</u> <u>5 1/2</u>	Bilge to Wales <u>3 1/2</u>
Top Timbers <u>8</u>	<u>8</u> <u>5 1/2</u>	Wales <u>1 1/2</u>
Deck Beams N° <u>29</u> Average Space <u>4.4</u>	<u>9 1/2</u> <u>8 1/2</u>	Topsides <u>3 1/2</u>
Hold Beams N° <u>24</u> Average Space <u>4.2</u>	<u>12</u> <u>9 1/2</u>	Sheer Strakes <u>2 1/2</u>
Keel <u>12</u>	<u>15</u>	Plank Sheers <u>4</u>
Kelsons <u>14</u>	<u>14</u>	Water-Ways <u>5 1/2</u>
		Upper Deck <u>3</u>

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
Heel-Knee, and Dead Wood abaft <u>1 1/4</u>		Copper or <u>Iron</u>		Hold Beam <u>1 1/8</u>	
Scarphs of Keel N° <u>7/8</u>		Bolts thro' the Bilge and Limber Strakes <u>3/4</u>		Deck Beam <u>1 1/8</u>	
Floor Timber Bolts <u>1 1/4</u>		Butt End Bolts <u>3/4</u>		Deck Beam <u>1 1/8</u>	
Kelson ditto <u>1 1/4</u>		Lower Pintle of the Rudder <u>3/2</u>			
Transoms and throats of Hooks <u>1 1/4</u>					
Arms of Hooks <u>1 1/2</u>					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 3/4 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are well free from all defects.

The Floors and first Foothooks are composed of Do Do Timber.

The other Foothooks and Top Timbers of Do Do

The Shifts of the first and second Foothooks are not less than 1/7 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 well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is Do and healthy

The all Frames are framed bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are — close together; their thickness not less than about 1/3 of the entire moulding at that place.

The Frame is — chocked with a Butt at each end of the chock. a few have square heads and heels with Dowels

The Main Kelson is composed of English Oak and the False Kelson of English Oak Plank

The Scarphs of the Kelsons are not less than 7 feet 0 inches.

The Deck and Hold Beams are composed of English Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of English Oak Plank

From the first Foothook Heads to the Light Water Mark of English Oak except 112 feet of 6 India Oak

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of English Oak except about 204 feet of 6 India Oak The Topsides of English Oak

The Sheer-strakes and Plank-sheers of English Oak The Water-ways of Do Do

The Decks of Red Pine State of good

The Shifts of the Planking are not less than 5 Feet 0 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 part two strakes between with

Planking Inside.—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak

The Ceiling, Lower Hold, of English Oak Between Decks of English Oak

Shelf Pieces of English Oak Clamps of English Oak

Fastenings.—To Hold Beams a shelf, Iron Staple holding Knees in all spaces except in way of Cabin

Floor which are English Oak holding Knees, also 10 Pair of Iron Hanging Knees & one Pair of Knees Reeds

Deck Beams Dove Tail pieces between all Beam Ends, Iron Staple holding Knees in all spaces upon

them, a shelf Piece and a pair of Iron Hanging Knees to every Beam

Number of Breasthooks 4 English Oak 3 Iron Pointers and Iron Throps sufficient Crutches one, she has an Eighteen Stems

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

Bilge and Limber Strakes are of Do bolted through and clenched. Treenails of English Oak well made

General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature John B Mansfield Surveyor's Signature Samuel Locking

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 .		
1	Fore Sails,	240	Chain	1 1/2		Bower,	23. 1. 4 x 21. 2. 23 x 21
1	Fore Top Sails,	75	Hempen Stream Cable	1 1/2		Stream,	6. 1. 12
2	Fore Topmast Stay Sails,	95	Hawser	6 1/2		Kedge,	3. 2. 5
1	Main Sails,	90	Towlines	6 1/2			
2	Main Top Sails,	120	Warp	4 1/2			
3	Top Mast Sails, 3 Horls		All of <u>first</u> quality.				
and	3 Tibbs, 1 Fly sail, 1 Mizen						
	1 Main Stay sail 2 Stays						
	Topmast Stay sail						

Her Standing and Running Rigging are all sufficient in size and Very Good in quality.

She has one Long Boat and 1 Dolly Boat

The present state of the Windlass is Good Capstan Good and Rudder Good

General Remarks—Statement and Date of Repairs.

She has a raised 2^d deck ^{ft 3} 2. 6 high 32 feet long
a Topgallant Forecastle recently formed by the present owner ^{ft 3} 5. 6 x 24
It will be observed that the Bottom Planks from Bidge to Wales, the
two Shear streaks and the Holo Beam Clamp are slightly
below the thickness required by the Rules there are however
Knees & shelf pieces, beyond the requirements of the Rules
which fully, compensate, The stepping of the outside planking
has been so far improved as that at present the strength of
the ship is not materially affected by having in many
places two Butts between upon the next Timber
on the whole we consider her well qualified for the character
recommended below viz - A. 1 - 11 years

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed A 1 - 11 years

The Amount of the Fee.....£ 5 : : is received by me, Sam Locking

Special£ : :

Certificate (if required)£ : 10 :

Committee's Minute 21st May 1852

Character assigned A 1 for 11 years