

No. 222 Survey held at Yarmouth Date 27 June 1838
 on the Wh Susan Crisp Master Glanning
 Tonnage 200⁵⁶/₇₄ Built at Yarmouth When built 1838
 By whom built J Barber Owners Crisp & Co
 Port belonging to London Destined Voyage London
 If Surveyed ~~Afloat or in Dry Dock~~ in the three stages launched 27 July

222
JD

Length aloft..... 29 Feet. 0 Inches. Extreme Breadth 21 Feet. 6 Inches. Depth of Hold 15 Feet. 9 Inches.

Scantlings of Timber.				Thickness of Plank.			
	Inches	Inches Middle	Inches Ends	Outside.	Inches	Inside.	Inches
Timber and Space..... each	<u>24</u>			Keel to Bilge	<u>3</u>	Foot Waling.....	<u>3 1/2</u>
Floors..... sided	<u>10 1/2</u>	Moulded	<u>11</u>	Bilge Planks	<u>4</u>	Bilge Planks	<u>4</u>
1st Foothooks..... "	<u>9</u>	"	<u>9 1/2</u>	Bilge to Wales	<u>3</u>	Ceiling in Flat	<u>2 1/2</u>
2nd Ditto..... "	<u>8</u>	"	<u>9</u>	Wales	<u>3</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
3rd Ditto..... "	<u>7 1/2</u>	"	<u>8</u>	Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>4</u>
Top Timbers	<u>7</u>	"	<u>4 1/2</u>	Sheer Strakes	<u>3 1/2</u>	Deck Beam Ditto.....	<u>3</u>
Deck Beams..... Number of <u>14</u> "	<u>9</u>	"	<u>9</u>	Plank Sheers.....	<u>3 1/2</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Hold Beams..... Do. do. <u>17</u> "	<u>10 1/2</u>	"	<u>11</u>	Water-ways	<u>6</u>	Hold Beam Shelves	<u>4 1/2</u>
Keel	<u>12</u>	"	<u>14</u>	Upper Deck	<u>3</u>	Deck Beam ditto	<u>3 1/2</u>
Kelsons	<u>12</u>	"	<u>14</u>				

Size of Bolts in Fastenings.					
Copper.	Inches	Copper.	Inches	Iron.	Inches
Keel-Knee, and Dead Wood abaft	<u>1 1/2</u>	Bolts thro' the Bilge and Foot Waling.....	<u>3/4</u>	Hold Beam.....	<u>1</u>
Ships of Keel..... N ^o . <u>8</u>	<u>1</u>	Butt End Bolts	<u>3/4</u>	Deck Beam	<u>7/8</u>
Timber Bolts.....	<u>1 1/8</u>	Lower Pintle of the Rudder	<u>2 1/8</u>		
Ditto.....	<u>1</u>			same in Iron above the Copper	<u>1 1/8</u>
Ships and throats of Hooks	<u>1</u>				
Ships of Hooks	<u>7/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. 1/2 The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English oak and are free from all defects.

Her Floors and first Foothooks are composed of English oak Timber.
 Her other Foothooks and Top Timbers of _____
 Her Shifts of the first and second Foothooks are not less than 3-10 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 3-10 & 4-6
 The Frame is well squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is good
 The alternate Frame is bolted together. 3/4 iron
 The Butts of the Timbers are _____ close together; their thickness not less than 3 of the entire moulding at that place.
 The Frame is cross chocked with 1 1/2 Butt at each end of the chock.
 The Main Kelson is composed of English & African oak and the False Kelson of _____
 The Scarphs of the Kelsons are not less than 5 feet 10 inches.
 The Deck and Hold Beams are composed of English oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of English & American Plan
 From the first Foothook Heads to the Light Water Mark of English oak
 From the Light Water Mark to the Wales of _____
 The Wales and Black-strakes are of _____
 The Topsides of _____
 The Sheer-strakes of _____ Decks, and state of, _____
 The Gunwales of _____ Water-ways of English oak
 The Shifts of the Planking are not less than 5 Feet Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of English oak and the remainder of the Ceiling of _____ The Planking is wrought three between. _____ the Stringers of English oak

Fastenings.—To Hold Beams double wood lodging knees each end except 5 abaft which have single wood a side.
 Deck Beams Double wood lodging knees each end & 6 iron staple knees from deck to hold beams & 8 iron hanging knees
 Number of Breasthooks 6 Pointers 2 Crutches 1
 Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.
 Bilge and Footwaling Copper bolted through and clenched.
 General Quality of Workmanship good

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

Builder's Name Thomas Barber
 Surveyor's Name J. W. M. M.



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

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .
	Fore Sails,		Chain		Bower,
	Fore Top Sails,		Hempen Stream Cable.....		Stream,
	Fore Topmast Stay Sails,		Hawser		Kedge,
	Main Sails,		Towlines		All of proper weight.
	Main Top Sails,		Warp		
and			All of _____ quality.		

Her Standing and Running Rigging is _____ sufficient in size and _____ in quality.

She has _____ Long Boat and _____

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

General Remarks—Statement and Date of Repairs.

This vessel has been well built both as to Materials and Workmanship. She is framed chocked & fastened as the rules prescribe. She left this morn of a steamer

If Sheathed, Doubled, or Felted, _____
and Date when last done _____

And *V Am* of opinion this Vessel should be Classed *12A*

The Amount of the Fee.....£ *3 : 3 :* is received by me, *G. Mason*

Committee Minute *7 Aug* 183*3*

Character assigned *A for 12 Years*
C. G. *G. Mason*

