

1553

No. 1553 Survey held at Sunderland Date February 1840
 on the Ship "Arve" Master Richard Smith
 Tonnage 281 Built at Sunderland When built 1840
 By whom built Robert & Co. Owners Henry Moon
 Port belonging to Sunderland Destined Voyage Bordeaux
 If Surveyed Afloat or in Dry Dock Building

| Length aloft | | Feet. | | Inches. | | Extreme Breadth | | Feet. | | Inches. | | Depth of Hold | | Feet. | | Inches. | |
|--------------|--|-------|--|---------|--|-----------------|--|-------|--|---------|--|---------------|--|-------|--|---------|--|
| Length aloft | | 20 | | 0 | | Extreme Breadth | | 20 | | 0 | | Depth of Hold | | 17 | | 0 | |

| Scantlings of Timber. | | | | Thickness of Plank. | | | |
|---------------------------|------------------------|---------|-------|---------------------|---------|----------------------|---------|
| Timber and Space | each | Inches. | Feet. | Outside. | Inches. | Inside. | Inches. |
| Floors | sided | 12 | 1/2 | Keel to Bilge | 1 | Foot Waling | 3 |
| 1 st Foothooks | " | 10 | " | Bilge Planks | 4 | Bilge Planks | 4 |
| 2 nd Ditto | " | 9 | " | Bilge to Wales | 5 1/2 | Ceiling in Flat | 2 1/2 |
| 3 rd Ditto | " | 8 | " | Wales | 4 1/2 | Ditto Bilge to Clamp | 2 1/2 |
| Top Timbers | " | 7 | " | Topsides | 2 1/2 | Hold Beam Clamps | 4 |
| Deck Beams | N ^o . of 2 | 8 1/2 | " | Sheer Strakes | 3 | Deck Beam Ditto | 3 |
| Hold Beams | N ^o . of 13 | 10 1/2 | " | Plank Sheers | 3 | Ceiling 'twixt Decks | 2 |
| Keel | " | 11 | " | Water-Ways | 6 | Hold Beam Shelves | 12 1/2 |
| Kelsons | " | 12 | " | Upper Deck | 3 | Deck Beam Ditto | 1 |

| Copper. | | Size of Bolts in Fastenings. | | Iron. | |
|--------------------------------|------------------------|---------------------------------------|---------|-----------|---------|
| | Inches. | | Inches. | | Inches. |
| Heel-Knee, and Dead Wood abaft | 1 1/4 | Bolts thro' the Bilge and Foot Waling | 3/4 | Hold Beam | 5/16 |
| Scarphs of Keel | N ^o . 8 1/2 | Butt End Bolts | 5/8 | Deck Beam | 5/16 |
| Floor Timber Bolts | 1 | Lower Pintle of the Rudder | 3/4 | | |
| Kelson ditto | 1 1/4 | | | | |
| Transoms and throats of Hooks | 1 1/4 | | | | |
| Arms of Hooks | 1 1/4 | | | | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 15 3 Inches. The Space between the Top-timbers is 4 to 5 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are apparently free from all defects.

The Floors and first Foothooks are composed of English Oak Timber.

The other Foothooks and Top Timbers of English Oak.

The Shifts of the first and second Foothooks are not less than 3/4 : 3/4. 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 fairly squared from the first Foothook Heads upwards, and usually free from sap, and from thence downwards, the frame is generally fairly square.

The alternate Frames are all bolted together. to 2nd hands. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/8 of the entire moulding at that place.

The Frame is cross choiced with no Butt at each end of the choick.

The Main Kelson is composed of American Oak and the False Kelson of American Oak.

The Scarphs of the Kelsons are not less than 6 feet 9 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 Elm.

From the first Foothook Heads to the Light Water Mark of Danish Oak.

From the Light Water Mark to the Wales of Danish Oak; Ends English & Danish Oak.

The Wales and Black-strakes are of English & African Oak. The Topsides of English Oak.

The Sheer-strakes and Plank-sheers of English Oak. The Water-ways of Pitch Pine.

The Decks of Yellow Pine State of .

The Shifts of the Planking are not less than generally 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 2 and 3 inches 3 between

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

The Ceiling, Lower Hold, of Baltic Oak Between Decks of Foreign Oak.

Shelf Pieces of American and Danish Oak Clamps of American Oak.

Fastenings.—To Hold Beams Iron Bands round one timber. Shelf on Top and 11 Iron Nails each side below

Deck Beams one Wood Lodging Nails and Iron Lodging Nails

Number of Breasthooks 4 Pointers one pair two Iron Crutches & 3 Wood Transom Nails on each side

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

Bilge and Footwaling all 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

Surveyor's Name John B. Manton

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 . | |
| 2 | Fore Sails, | 200 | Chain | 1 1/2 | 3 | Bower, 13 3/4 c. 13 1/4 c. 12 c. |
| 1 | Fore Top Sails, | 75 | Hempen Stream Cable | 8 | 1 | Stream, 4 c. |
| 2 | Fore Topmast Stay Sails, | 60 | Hawser | 13/16 | 1 | Kedge, 13/4 c. |
| 1 | Main Sails, | 80 | Towlines | 5 1/4 | | |
| 2 | Main Top Sails, | 2 | Warps... 20 fathoms each... | 4 3/4 | 4 | |
| and <u>suff. other sails</u> | | | All of <u>good</u> quality. | | | |

Her Standing and Running Rigging Keel sufficient in size and good in quality.

She has Two Long Boat and Stiff

The present state of the Windlass is Suff. Capstan Which suff. and Rudder Leaves all good Suff.
with Ogle & Douglass patent.

General Remarks—Statement and Date of Repairs.

Frame of fair scantling and generally of good sound quality, fairly brought and shifted. Top Timbers mostly scraped on 2 sides, a few of them on each side also part of the floor run way and Sapping, but on the whole the frame is fairly and sufficiently squared for the class recommended; Beams, Main Sticks, all of good scantling and fairly squared.

Quality of outside plank apparently good, and well seasoned generally well brought and shifted and very fine for top; Transverse of Dry Dock Ceiling plank cut from logs, fair in quality, pretty well brought & shifted.

Commenced building in August 1839. Launched July 1840 when surveyed as follows $\frac{28}{10}$, $\frac{18}{11}$, $\frac{18}{12}$, $\frac{6}{1}$, $\frac{29}{7}$ and many other times.

The general appearance is fine & substantial.

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

I am of opinion this Vessel should be Classed G. A. S.

The Amount of the Fee.....£ 3 : 3 : 0 is received by me,

Special£ 13 : 13 : 0

£ 16 : 16 : 0

Committee's Minute 6th March 1840

Character assigned A 1 for 9 years