

No. 878 - Survey held at Cardiff Date March 8th 1849
on the Barque "Eathon" Master Charles Robertson
Tonnage 250 0 0 Built at Cardiff When built in 1849
By whom built Mr Richard Fredman Owners Joseph R. Templeman &c
Port belonging to London Destined Voyage Coaster to Liver pool
If Surveyed Afloat or in Dry Dock During the progress of Building

Length aloft 94-0 Feet. Inches. Extreme Breadth 24-0 Feet. Inches. Depth of Hold 15-3 Feet. Inches.

Scantlings of Timber.

Room and Space 21 feet by 5 22 1/2
Floors 9 feet by 4 sided 12
1st Foothooks 8 inches by 8 1/2
2nd Ditto 7 1/2 inches by 8 1/2
3rd Ditto 7 inches by 8 1/2
Top Timbers 7 inches by 7 1/2
Deck Beams N° 17 Average Space 3 ft 6 inches 8 1/2
Hold Beams N° 16 Average Space 4 ft 8 inches 9 1/2
Keel 4 one 8 inches square with 10 1/2
Kelsons 12 1/2
Fauls or Hags 12 1/2

Thickness of Plank.

Outside.	Inside.
Keel to Bilge 3	Limber Strakes 3 1/2
Bilge Planks 4 1/2	Bilge Planks 2 Strakes 4
Bilge to Wales 3	Ceiling in Flat 2 1/2
Wales 5	Ditto Bilge to Clamp 2 1/2
Topsides 3 Strakes 2 1/2	Hold Beam Clamps 3 1/2
Sheer Strakes 2 Strakes 3 1/2	Deck Beam Ditto 3 Strakes 2 1/2
Plank Sheers 3	Ceiling 'twixt Decks 2 1/2
Water-Ways 5	Hold Beam Shells 10 ft by 4 1/2
Upper Deck 2 1/2	Deck Beam Ditto 2 1/2

Copper or Iron.

Heel-Knee, and Dead Wood abaft 1/8
Scarp of Keel Copper N° 6 3/4
Floor Timber Bolts Copper 1/8
Kelson ditto 1/8
Transoms and throats of Hooks Copper 1
Arms of Hooks Copper 1/8 & 1 inch

Copper or Iron.

Bolts thro' the Bilge and Limber Strakes Copper 3/4
Butt End Bolts Copper 1/8
Lower Pintle of the Rudder Composite 3

Iron.

Hold Beam 1/8 x 1
Deck Beam 3/4 x 7/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 3 1/4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are all 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 ft 9 in to 4 ft N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 feet 9 inches to 4 feet 6 inches.

The Frame is well squared from the first Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is also equally well squared and very free from sap.

The alternate Frames are all bolted together.

N. B. If not, state how bolted.

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

The Frame is copied choaked with a Butt at each end of the chock. Top timbers some scarfed Remainder Copied

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

The Scarphs of the Kelsons are not less than 6 feet 6 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 and American Oak

From the first Foothook Heads to the Light Water Mark of English Oak from lower side of keel

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of English Oak The Topsides of English Oak

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

The Decks of Yellow Pine Copied fastened from the after State of good condition

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 3 Strakes mostly between

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

Strips Pieces of English Oak Clamps of English Oak

Fastenings.—To Hold Beams Horizontal Iron Apple Trees between the Beams in Hold

Cabin Deck and Raised Deck Beams English Oak Lodging and Locking knees

Deck Beams English Oak Lodging and Locking knees, with seven pair of

Iron Hanging knees to Main Deck Beams

Number of Breasthooks 3 English Oak Pointers One pair Iron Crutches Two Iron

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

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

General Quality of Workmanship very good description

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

Builder's Signature

Surveyor's Signature

James Haynes

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.		Tons.	Inches.	N ^o .	
2	Fore Sails,	180	Chain	Prop. 2 1/2	1 3/4	3	Bower,
2	Fore Top Sails,	80	Hempen Stream Cable		7	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser		5 1/2	2	Kedge,
2	Main Sails,		Towlines				
2	Main Top Sails,	80	Warp		4 1/2		
and all other necessary			All of <u>good</u> quality.				

Her Standing and Running Rigging all new and sufficient in size and good in quality.

She has one Long Boat and one Jolly Boat

The present state of the Windlass is fit Capstan and Rudder littered with two pair Composition Pintles
Pow & Francis Patent Pulleys and Braces, and two pair Iron

General Remarks—Statement and Date of Repairs.

The Floors all fastened through the keel with Copper bolts, also the
Fore Leadwood knee, and Lower piece of Leadwood aft
Keelson fastened through with Iron bolts, through the alternate
Floors, with the Leadwoods and Keel knee forward and
aft. The Frame well seasoned, the whole of the Materials
used were of good quality, and the workmanship of the
Best description. The Certificates of the proofs of the
Chain Cable, has been received strain applied as stated above
Was seen by Mr. Creage in December last, what he
recommended has been attended to. Henry Haynes

If Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed

12 A.1. - from 1849

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

Special£ : :

Certificate (if required)£ : 10 : 0

Committee's Minute 10th Mar. 1849

Character assigned 12 A.1. - from 1849



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