

No. 5871 Survey held at Newcastle Date 3rd August 1854
 on the Barque Clive Master William Sharp Hodgson
 Tonnage 593 Built at Newcastle When built 1854
 By whom built Thos. & Wm Smith Owners Thos. & Wm Smith
 Port belonging to Newcastle Destined Voyage Madras
 If Surveyed Afloat or in Dry Dock On the Slip

Length aloft	Feet. Inches.		Extreme Breadth	Feet. Inches.		Depth of Hold	Feet. Inches.	
	137 2/10			29 4/10			19 5/10	
Scantlings of Timber.			Thickness of Plank.					
Room and Space	Inches.		Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors	29		13 1/2	13 1/2	Keel to Bilge	5	Limber Strakes	4 1/2
1st Foothooks	11 3/4		11 3/4	11 1/2	Bilge Planks	4 1/4	Bilge Planks	4 1/2
2nd Ditto	10 1/2		10 1/2	10 1/4	Bilge to Wales	4 1/4	Ceiling in Flat	3 1/2
3rd Ditto	9		9	9	Wales	5	Ditto Bilge to Clamp	3 1/2
Top Timbers	9		9	5 1/2	Topsides	3 3/4	Hold Beam Clamps	5
Deck Beams N° 28	10		10	8 1/2	Sheer Strakes	3 3/4	Deck Beam Ditto	4
Hold Beams N° 25	14		14 1/4	12 1/4	Plank Sheers	4	Ceiling 'twixt Decks	2 1/2
Keel	13		15	15	Water-Ways	10	Hold Beam Shelves	5
Kelsons	14 1/2		15 1/4	15 1/4	Upper Deck	3 1/4	Deck Beam Ditto	10
each side Sister Kelsons								
Size of Bolts in Fastenings, distinguishing whether								
Copper or Iron.			Copper or Iron.			Iron.		
Heel-Knee, and Dead Wood abaft	1 1/2		Bolts thro' the Bilge and Limber Strakes			Hold Beam		
Scarphs of Keel	N° 10 7/8		Butt End Bolts			Deck Beam		
Floor Timber Bolts	1 1/4		Lower Pintle of the Rudder					
Kelson ditto	1 1/4							
Transoms and throats of Hooks	1 1/8							
Arms of Hooks	1 1/8							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 ⁵/₈ Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are ✓ 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 4 ft 6 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 ✓ free from sap, and from thence downwards, the frame is well squared.

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

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

The Frame is ✓ choaked with a Butt at each end of the chock.

The Main Kelson is composed of af^r Oak Greenheart and the False Kelson of Sister Kelsons of Eng^h Oak

The Scarphs of the Kelsons are not less than 6 ft 4 feet 45 ¹/₂ inches.

The Deck and Hold Beams are composed of English & African Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Rock Elm but no higher than Pr Rule

From the first Foothook Heads to the Light Water Mark of Danzick Oak

From the Light Water Mark to the Wales of African Oak

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

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

The Decks of Yellow Pine fastened with yellow metal State of them New and efficient

The Shifts of the Planking are not less than 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.

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

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

Shelf Pieces of African Oak Clamps of African Oak

Fastenings.—To Hold Beams 14 Pairs Side Hanging or Vertical Knees & Iron

Lodging Knees throughout. and all thoroughly bolted.

Deck Beams 23 Pairs of Vertical & 6 Pairs of Staple Standards and

ends of 13 beams dowelled to Shelf, and all well bolted and secured

Number of Breasthooks 6 of Iron 4 of Oak Pointers Compensative Crutches 5 of Iron 1 of Eng^h Oak

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

Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak & Engine turned

General Quality of Workmanship very good

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

Builder's Signature

Surveyor's Signature

Samuel P. Kelly

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 .			
<i>double</i> 2	Fore Sails,	<i>270</i>	Chain	<i>1 1/2</i>	<i>3</i>	Bower,	<i>26" 1" 2</i>	<i>Rogers's</i>
<i>Suit</i> 2	Fore Top Sails,	<i>90</i>	<i>Hawser</i>	<i>1 5/8</i>	<i>2</i>	Stream,	<i>25" 2" 18</i>	<i>Patent</i>
<i>of</i> 2	Fore Topmast Stay Sails,	<i>90</i>	Hempen Stream Cable	<i>7/8</i>	<i>1</i>	Kedge,	<i>25" 3" 9</i>	<i>8" 3" 8</i>
<i>Sails</i> 2	Main Sails,	<i>90</i>	Hawser	<i>8 3/4</i>			<i>2" 0" 0</i>	
	Main Top Sails,	<i>90</i>	Towlines	<i>6</i>				
	and <i>Well found</i>		Warp	<i>5</i>				
			All of <i>best</i> quality.					

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

She has a Life Boat Launch Pinnace & dingy.

The present state of the Windlas is efficiently Capstan double winch, and Rudder efficiently Pumps efficiently

General Remarks—Statement and Date of Repairs.

This Barque is thoroughly Yellow Metal fastened throughout and in unison with the Rules for the Class recommended.

Yellow Metal on Paper up to Wales.

If Sheathed, ~~Doubled~~, ~~Felted~~, or Coppered _____ When last done now.

I am of opinion this Vessel should be Classed 13. A. 1.

The Amount of the Fee.....£ 5 : 0 : — is received by me,

Aug

Special£ 2 : 2 : —

Certificate (if required)£ 4 : — : —

Committee's Minute

14 Aug 1854
11th " 1854

Character assigned

13 A 1

Referred
write Surveyor



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