

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 Jho. & Wm Smith Owners Jho. & Wm Smith
 Port belonging to Newcastle Destined Voyage Madras
 If Surveyed Afloat or in Dry Dock On the Slip

Length aloft	137 ² / ₁₀	Extreme Breadth	29 ⁴ / ₁₀	Depth of Hold	19 ⁵ / ₁₀
Scantlings of Timber.			Thickness of Plank.		
Room and Space	29	Inches Middle	13 1/2	Outside	Inches
Floors	13 1/2	Inches Ends	13 1/2	Keel to Bilge	5
1 st Foothooks	11 3/4		11 3/4	Bilge Planks	4 1/4
2 nd Ditto	10 1/2		10 1/2	Bilge to Wales	4 1/4
3 rd Ditto	9		9	Wales	5
Top Timbers	9		9 5/2	Topsides	3 3/4
Deck Beams N ^o 28	4 feet		10 3/2	Sheer Strakes	3 3/4
Hold Beams N ^o 25	3 ft 9		14 1/4	Plank Sheers	4
Keel	13		15	Water-Ways	10
Kelsons	4 1/2		15 1/4	Upper Deck	3 1/4
each side	Sister Kelsons		11		

Size of Bolts in Fastenings, distinguishing whether

Heel-Knee, and Dead Wood abaft	1 1/2	Copper or Iron	Yellow Metal	Hold Beam	1 1/8
Scarphs of Keel N ^o 10	7/8			Deck Beam	1
Floor Timber Bolts	1 1/4				
Kelson ditto	1 1/4				
Transoms and throats of Hooks	1 1/8				
Arms of Hooks	1 1/8				
Bolts thro' the Bilge and Limber Strakes	7/8				
Butt End Bolts	7/8				
Lower Pintle of the Rudder	3/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 1/2 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 1/3 of the entire moulding at that place. The Frame is chocked 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 4 5/4 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 1/2 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 fasten'd 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. The Planking is wrought three Strakes between English & African Oak the Bilge Planks of African Oak. **Planking Inside.**—The Limber-strakes are composed 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 Beams dowell'd 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 Peery

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>	Fore Sails,	<i>270</i>	Chain	<i>1 1/2</i>	<i>3</i>	Bower,	<i>26" 1" 2</i>	<i>Roger's Patent</i>
<i>Suit</i>	Fore Top Sails,	<i>90</i>	<i>Hawser</i> Chain Hempen Stream Cable	<i>1 5/8</i>	<i>2</i>	Stream,	<i>25" 2" 18</i>	
<i>of</i>	Fore Topmast Stay Sails,	<i>90</i>	Hawser	<i>8 3/4</i>	<i>1</i>	Kedge,	<i>2" 0" 0</i>	
<i>Sails</i>	Main Sails,	<i>90</i>	Towlines	<i>6</i>				
	Main Top Sails,	<i>90</i>	Warp	<i>5</i>				
	and <i>Well found</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 Long Boat and Pinnace & dingy.

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

General Remarks—Statement and Date of Repairs.

This Barque is thoroughly Yellow Metal fastened throughout and in unison with the Rules for the Claps 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 B. A. 1.

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

Special£ 2 : 2 : —

Certificate (if required)£ — : — : —

Committee's Minute 11th Aug 1854

Character assigned B. A. 1

Referred write Surveyor



© 2019 Lloyd's Register Foundation