

No. 3517 Survey held at Sunderland Date Rec 22/3/48 March 16th 1848
on the New Bark Master
Tonnage 578⁰⁰ Built at Sunderland When built 1848
By whom built Wm Pearson Owners J. Hay
Port belonging to Destined Voyage London & back
If Surveyed Afloat or in Dry Dock during the Building

Length aloft 120 Feet. 0 Inches. Extreme Breadth 27 Feet. 6 Inches. Depth of Hold 19 Feet. 9 Inches.

Scantlings of Timber.

Timber and Space	each	Inches.	Moulded	Inches.	Ends	Inches.
Floors	sided	12	12	10		
1 st Foothooks	"	10 ¹ / ₂	"	9 ¹ / ₂		
2 nd Ditto	"	7-10	"	8 ¹ / ₂		
3 rd Ditto	"	8-9	"	7 ¹ / ₂		
Top Timbers	"	8	"	5		
Deck Beams N ^o 23	Average Space 4/6 to 4/9	"	9 ¹ / ₂	"	9 ¹ / ₂	6 ¹ / ₂
Hold Beams N ^o 18	Average Space 4-6	"	12 ¹ / ₂	"	12 ¹ / ₂	9 ¹ / ₂
Keel	"	12	"	10		
Kelsons	"	14	"	14		

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	3	Foot Waling	4
Bilge Planks	4	Bilge Planks	4 ¹ / ₂
Bilge to Wales	3 ³ / ₄ to 3	Ceiling in Flat	3
Wales	4 ¹ / ₄	Ditto Bilge to Clamp	3 ³ / ₄ to 2 ¹ / ₂ in
Topsides	3	Hold Beam Clamps	5
Sheer Strakes	3 ¹ / ₄	Deck Beam Ditto	3 ¹ / ₂
Plank Sheers	3 ¹ / ₂	Ceiling 'twist Decks	2 ¹ / ₂
Water-Ways	5	Hold Beam Shelves	5 ¹ / ₂
Upper Deck	3 ¹ / ₄	Deck Beam Ditto	"

Size of Bolts in Fastenings, distinguishing whether

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 11¹/₂ Inches. The Space between

the Top-timbers is 4¹/₂ to 6 Inches.

The Stem, Stern Post, are composed of English Oak and Mahogany the Transoms, Aprons,

Knight Heads, Hawse Timbers, of English Oak and Mahogany 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 1¹/₂ 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 squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is generally well squared

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 1¹/₂ 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 Mahogany and 2nd Iron and the False Kelson of Foreign Oak 8¹/₂ thick

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

The Deck and Hold Beams are composed of Mahogany and English Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Oak

From the first Foothook Heads to the Light Water Mark of Foreign White Oak

From the Light Water Mark to the Wales of Mahogany and 2nd Iron Oak and

The Wales and Black-strakes are of 2nd Iron; Mahogany and 2nd Iron Oak The Topsides of Mahogany and 2nd Iron Oak

The Sheer-strakes and Plank-sheers of Mahogany and 2nd Iron Oak The Water-ways of Mahogany and 2nd Iron Oak

The Decks of American Gyp Pine State of good

The Shifts of the Planking are not less than 3 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 3 Strakes gally between

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

The Ceiling, Lower Hold, of American Oak Between Decks of English Oak

Shelf Pieces of Foreign Oak Clamps of 2nd Iron and Baltic Oak

Fastenings.—To Hold Beams Iron Staple Lodging Nails; 2 Straps on Top and 9 Iron

hanging Nails each side

Deck Beams Iron Staple Lodging Nails; 9 Iron hanging Nails and 7 Staple

Standard each side which are connected with the lower deck Beams

Number of Breasthooks 12 below main deck Pointers 2 each side; 2 Iron Hook up; Crutches 1; 2 Iron on Nails each side

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

Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship Good and good

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

Builder's Signature William Henry Pearson Surveyor's Signature John Bramble

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,	240	Chain	1 7/8	3	Bower, 21 - 20 - 19
1	Fore Top Sails,	75	Hempen Stream Cable	7 1/2	1	Stream, 5. 0. 4
2	Fore Topmast Stay Sails,	60	Hawser	15/16	1	Kedge, 2. 0. 3
1	Main Sails,	75	Towlines	6		
2	Main Top Sails,	75	Warp	5		
and <u>usual Baltic butts</u>			All of <u>good</u> quality.			

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

She has One Long Boat and two other Boats

The present state of the Windlass is same Capstan Wich and Rudder all safe
with juncan

General Remarks—Statement and Date of Repairs.

Was regularly surveyed according to Rules during the Building

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

I am of opinion this Vessel should be Classed 10. A. 1.

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

mon

Special£ : :

Certificate (if required)£ : 10 :

Committee's Minute 24th March 1848

Character assigned A 1 for 10 years

at L



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