

No. 4811 Survey held at Sunderland Date July 27<sup>th</sup> Per 2/8/52 1852  
on the Barque Stratfield Master  
Tonnage Old 554 Built at Sunderland When built 1852  
By whom built John Haswell Owners Henry Pope  
Port belonging to Plymouth Destined Voyage London  
If Surveyed while Building, Afloat, or in Dry Dock during Building

Length aloft ..... 132 <sup>Feet.</sup> 4 <sup>Inches.</sup> Extreme Breadth ..... 30 <sup>Feet.</sup> 4 <sup>Inches.</sup> Depth of Hold ..... 20 <sup>Feet.</sup> 4 <sup>Inches.</sup>

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	<u>13 3/4</u>	Moulded	<u>13 1/2</u> <u>11 1/4</u>	Keel to Bilge	<u>3 1/4</u>	Limber Strakes	<u>4 1/4</u>
1 <sup>st</sup> Foothooks.....	<u>11 1/2</u>	"	<u>11</u>	Bilge Planks	<u>5 1/4</u>	Bilge Planks	<u>4 1/2</u>
2 <sup>nd</sup> Ditto.....	<u>11 1/4</u>	"	<u>9 1/2</u>	Bilge to Wales	<u>4 1/4</u>	Ceiling in Flat	<u>3 1/4</u>
3 <sup>rd</sup> Ditto.....	<u>10</u>	"	<u>8</u>	Wales	<u>5</u>	Ditto Bilge to Clamp	<u>3 1/4</u>
Top Timbers	<u>10</u>	"	<u>5 1/2</u>	Short Hoods	<u>3 1/2</u>	Hold Beam Clamps	<u>5 1/4</u> <u>4 1/2</u>
Deck Beams N <sup>o</sup> <u>23</u> Average Space } <u>4/9</u>	<u>9 3/4</u>	"	<u>9 3/4</u> <u>7 1/2</u>	Topsides	<u>3</u>	Deck Beam Ditto	<u>3 1/2</u>
Hold Beams N <sup>o</sup> <u>20</u> Average Space } <u>4/6</u>	<u>13 1/2</u>	"	<u>13 1/2</u> <u>10 1/2</u>	Sheer Strakes	<u>4 1/4</u>	Ceiling 'twixt Decks	<u>2 3/4</u>
Keel	<u>13 1/4</u>	"	<u>14</u>	Plank Sheers	<u>4</u>	Hold Beam <u>Shifting</u>	<u>5 1/2</u> <u>4</u>
Keelsons	<u>14 1/4</u>	"	<u>21</u>	Water-Ways	<u>7 3/4</u>	Deck Beam Ditto	<u>7</u>
Scarphs of Ditto	<u>7 feet</u>			Upper Deck	<u>3 1/4</u>		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

Copper Inches.	Iron Inches.	Copper Inches.	Iron Inches.	Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	<u>1 1/4</u>	Transoms and throats of Hooks	<u>1 1/8</u>	Lower Pintle of the Rudder	<u>3 1/2</u>
Scarphs of Keel.....N <sup>o</sup> <u>8</u>	<u>1</u>	Arms of Hooks	<u>1</u>	Hold Beam	<u>1 1/8</u>
Floor Timber Bolts	<u>1 1/8</u>	Bolts thro' Bilge & Limber Strakes	<u>7/8</u>	Deck Beam	<u>1 1/8</u>
Kelson ditto	<u>1 1/8</u>	Butt End Bolts	<u>3/4</u>		

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/4 Inches. The Space between the Top-timbers is 3 1/6 Inches. The Stem, Stern Post, consist of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Eng Oak and are appx free from all defects. The Floors consist of Eng Oak The First Foothooks of Eng Oak Timber. The Second Foothooks of Eng Oak The Third Foothooks of Eng Oak The Top Timbers of Eng Oak The Shifts of the first and second Foothooks are not less than 1/4 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good The Frame is fairly squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is fairly square The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/4 of the entire moulding at that place. The Frame is crop chocked with two Butt at each end of the choek. The Main Keelson is Scake & Eng Oak and free from all defects. The False Keelson is Scake The Deck Beams consist of Eng Oak The Hold Beams of Scake & Eng Oak The Knees of Eng Oak

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is Ames Elm From the above named Height to the Light Water Mark Sawney Oak & Scake From the Light Water Mark to the Wales Scake The Wales and Black-strakes are Scake The Topsides Scake The Sheer-strakes Scake and Plank-sheers Scake The Water-ways Scake & Eng Oak The Decks 4 Pine State of The Shifts of the Planking are not less than 5 Feet 4 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 Free between

**Planking Inside.**—The Limber-strakes are Hettin Oak the Bilge Planks Sawney & Hettin Oak The Ceiling, Lower Hold, Sawney & Hettin Oak Between Decks Sawney Oak Shelf Pieces 4 Clamps Sawney Oak

**Fastenings.**—To Hold Beams Iron Lodging Nails Spikettins Bolted through and 11 pair of Iron Lodging Nails 6 pair of which reach to the Bilges Deck Beams Iron Lodging Nails 15 pair of Iron Lodging Nails and 6 pair of Iron Happle Standards Number of Breasthooks Six & Hemson Pointers One pair Two Iron Crutches Three Ransom Nails Butts End Bolts are of 4 Metal in the Bottom, and One Bolt in each Butt End through and clenched. Bilge and Limber Strakes are bolted through and clenched. Treennails of Eng Oak How Made Round General Quality of Workmanship good

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

Builder's Signature

Surveyor's Signature

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .			Fathoms. Inches.	N <sup>o</sup> .	Weight.
2	Fore Sails,	Chain .....	240 1 1/2	3	24.2.14
2	Fore Top Sails,	Hempen Stream Cable .....	75 8 1/2		23.0.4
2	Fore Topmast Stay Sails,	Hawser .....	80 1		12.1.22
1	Main Sails,	Towlines .....	75 6 1/2	1	5.0.18
2	Main Top Sails,	Warp .....	75 5 1/2		
and <u>other as usual</u>		All of <u>good</u> quality.	75 4 3/4	1	2.0.2

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

She has one Long Boat and two others

The present state of the Windlass is good Capstan 2 quick Rudder good Pumps two metal  
patent

**General Remarks—Statement and Date of Repairs.**

*This ship was regularly Smoked during Building*

If Sheathed, Doubled, Felted, or Coppered

When last done

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

The Amount of the Fee.....£ 5 : 4 : 4 is received by me,

Order No. 201 Special .....£ 27 : 14 : 4

Certificate (if required) .....£ 4 : 10 : 4

Committee's Minute 3<sup>rd</sup> Aug<sup>r</sup> 1852

Character assigned W.A.1  
ER



© 2021

Lloyd's Register  
Foundation