

No. 5030 Survey held at Sunderland Date 4<sup>th</sup> June 1853  
 on the Barque "William & Jane" Master Thos Hunter  
 Tonnage Old 409 New 450 Built at Sunderland When built 1853 Launched 9<sup>th</sup> May  
 By whom built Messrs Pile & Smart Owners Thos Hunter  
 Port belonging to Sunderland Destined Voyage Australia  
 If Surveyed while Building, Afloat, or in Dry Dock in building

Length aloft	Feet. 40	Inches.	-	Extreme Breadth	Feet. 26	Inches. 9	Depth of Hold	Feet. 17	Inches. 6	
<b>Scantlings of Timber.</b>				<b>Thickness of Plank.</b>						
Room and Space	Inches. 26 1/2				<b>Outside.</b>		Inches.	<b>Inside.</b>		Inches.
Floors	sided	12 1/2	Moulded	12 1/2	10 1/2	Keel to Bilge	3 3/4	Limber Strakes	4 1/2	
1 <sup>st</sup> Foothooks	"	10 1/2	"	10 1/2	-	Bilge Planks	4 1/2	Bilge Planks	4 1/2	
2 <sup>nd</sup> Ditto	"	9 1/2	"	9 1/2	-	Bilge to Wales	3 1/2	Ceiling in Flat	2 1/2	
3 <sup>rd</sup> Ditto	"	8 3/4	"	-	-	Wales	3	Ditto Bilge to Clamp	2 1/2	
Top Timbers	"	8 1/2	"	-	3	Short Hoods	3	Hold Beam Clamps	4 1/2	
Deck Beams N <sup>o</sup> 27	Average Space } 4-0	8 3/4	"	8 3/4	7 1/2	Topsides	3	Deck Beam Ditto	4 1/2	
Hold Beams N <sup>o</sup> 22	Average Space } 4-6	12 1/4	"	12 1/4	10 1/4	Sheer Strakes	4	Ceiling 'twixt Decks	2 1/2	
Keel	"	13 1/2	"	15	-	Plank Sheers	3 1/2	Hold Beam <del>Sketching</del>	4 1/2	
Keelsons	"	14 1/2	"	15	-	Water-Ways	9	Deck Beam Ditto		
Scarphs of Ditto	6 ft 7 in	14 1/2	"	9	-	Upper Deck	3			

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

Heel-Knee, and Deadwood abaft	Copper Inches. <u>1 1/4</u> Iron Inches. <u>-</u>	Transoms and throats of Hooks	Copper Inches. <u>1 1/2</u> Iron Inches. <u>-</u>	Lower Pintle of the Rudder	Copper Inches. <u>3 1/2</u> Iron Inches. <u>-</u>
Scarphs of Keel N <sup>o</sup> <u>0</u>	<u>1 1/2</u> <u>-</u>	Arms of Hooks	<u>1 1/2</u> <u>-</u>	Hold Beam <u>By Metal &amp; Iron</u>	<u>1 1/2</u> <u>1 1/2</u>
Floor Timber Bolts	<u>1 1/2</u> <u>-</u>	Bolts thro' Bilge & Limber Strakes	<u>1 1/2</u> <u>-</u>	Deck Beam	<u>-</u> <u>1 1/2</u>
Keelson ditto	<u>1 1/2</u> <u>-</u>	Butt End Bolts	<u>3/4</u> <u>-</u>		

**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, consist of Eng<sup>l</sup> oak the Frames, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Eng<sup>l</sup> oak and are app<sup>t</sup> free from all defects. The Floors consist of Stettin & Eng<sup>l</sup> oak The First Foothooks of Stettin & Eng<sup>l</sup> oak Timber. The Second Foothooks of Eng<sup>l</sup> oak The Third Foothooks of Eng<sup>l</sup> oak The Top Timbers of Eng<sup>l</sup> oak The Shifts of the first and second Foothooks are not less than 1/4 of breadth 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 fairly squared from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is fairly squared The alternate Frames are all bolted together to the Ground. Water N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/4 to 1/2 of the entire moulding at that place. The Frame is well & chocked with no Butt at each end of the chock. The Main Keelson is Green heart and free from all defects. The False Keelson is American oak. The Deck Beams consist of Stettin oak The Hold Beams of Stettin oak The Knees of Eng<sup>l</sup> oak & iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is American elm From the above named Height to the Light Water Mark American elm & Stettin oak From the Light Water Mark to the Wales Stettin & Danzig oak The Wales and Black-strakes are Teak, Eng<sup>l</sup> & Danzig oak The Topsides Stettin oak The Sheer-strakes Greenheart, Teak & Eng<sup>l</sup> oak and Plank-sheers Stettin oak The Water-ways Stettin oak The Decks Yellow pine State of good The Shifts of the Planking are not less than Five 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 between

**Planking Inside.**—The Limber-strakes are Danzig oak the Bilge Planks Stettin & Amer<sup>n</sup> oak The Ceiling, Lower Hold, Stettin & Danzig oak Between Decks Stettin oak Shelf Pieces   Clamps Danzig oak

**Fastenings.**—To Hold Beams Iron fore and aft knees, eight pair of staple standard knees above, and ten pair of long side hanging knees below Deck Beams Iron fore and aft knees in midships, wood knees at the ends, and twenty two pair of iron standard and hanging knees Number of Breasthooks Six Pointers and Crutches Five Butts End Bolts are of By 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<sup>l</sup> oak & iron How Made Turned General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel,  
 Owner's Signature   Surveyor's Signature Thomas Lawrence



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 .....	940	17 1/2	Bower, .....	3	20.1.9
2	Fore Top Sails,	Hempen Stream Cable .....	75	0			10.3.21
2	Fore Topmast Stay Sails,	Hawser .....	60	15 1/2	Stream, .....	1	17.0.21
2	Main Sails,	Towlines .....	75	6 1/4			4.3.0
2	Main Top Sails,	Warp .....	75	5	Kedge, .....	1	1.3.14
and <u>thus as usual</u>		All of <u>good</u> quality.					

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

She has 1 Long Boat and three others

The present state of the Windlass is secun Capstan Winch Rudder and Pumps sufficient

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

This Barge took the ground in Launching, and altered her sheer on the Star side, a plank was taken out to examine the frame and chocks, which was found not broken or deranged. She has since been docked at Hartlepool and five pair of iron sides, (extra to those in the body of this report) put in, reaching from the upper deck clamps, to the lower part of the bilges, and bolted through-

Attack. I send Mr. M. Ewen's report to me -

If Sheathed, Doubled, Felted, or Coppered Sheath to keels on felt When last done

I am of opinion this Vessel should be Classed O. C. 1

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

Special .....£ 22 : 10 : "

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

Committee's Minute 14<sup>th</sup> June 1853

Character assigned 21

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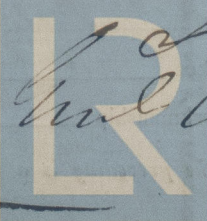
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1<sup>st</sup> July 1853

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Thomas Lawrence

Defendant



2021

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