

No. 5347 Survey held at Sunderland Date 7 Aug 1854  
on the New Barge Eskdale Master Lebdon  
Tonnage Old 416 Built at Sunderland When built 1854 Launched 12 July  
By whom built R. Thompson & Sons Owners E. Graham  
Port belonging to Newcastle Destined Voyage  
If Surveyed while Building, Afloat, or in Dry Dock in building

Length aloft 120 Feet. 10 Inches. Extreme Breadth 27 Feet. 3 Inches. Depth of Hold 10 Feet. 10 Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors	12 1/4	Moulded	12 1/2	Keel to Bilge	3 3/4	Limber Strakes	4
1st Foothooks	10 1/2	"	10 1/2	Bilge Planks	4 1/2	Bilge Planks	4
2nd Ditto	9 1/2	"	9 1/2	Bilge to Wales	4 1/2	Ceiling in Flat	2 1/4
3rd Ditto	9	"	-	Wales	4 3/4	Ditto Bilge to Clamp	3 1/4
Top Timbers	8 1/2	"	6	Short Hoods	3	Hold Beam Clamps	5 1/4
Deck Beams N° 22	10 3/4	"	4 1/2	Topsides	3 3/4	Deck Beam Ditto	4 1/2
Hold Beams N° 19	12 1/2	"	10	Sheer Strakes	4	Ceiling 'twixt Decks	2 1/4
Keel	13 1/2	"	-	Plank Sheers	3 3/4	Hold Beam	10 1/2
Keelsons	14 1/2	"	15	Water-Ways	7	Deck Beam Ditto	-
Scarphs of Ditto	5 1/2	"	-	Upper Deck	3		

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

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 3 to 5 Inches. The Stem, Stern Post, consist of African oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Eng. & Afric. oak and are app<sup>d</sup> free from all defects. The Floors consist of Eng. & Afric. oak The First Foothooks of Eng. & Afric. 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 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 Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/3 to 1/2 of the entire moulding at that place.

The Frame is cross chocked with no Butt at each end of the chock.

The Main Keelson is Green heart and free from all defects.

The Deck Beams consist of Eng. oak The Hold Beams of Eng. oak The Knees of iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is Amer. elm

From the above named Height to the Light Water Mark Dan. oak

From the Light Water Mark to the Wales Dan. oak

The Wales and Black-strakes are Green heart, Teak, Afric. & Eng. oak The Topsides Green h<sup>t</sup>, Teak, Afric. & Eng. oak

The Sheer-strakes Green h<sup>t</sup>, Teak, Afric. & Eng. oak and Plank-sheers Eng. oak The Water-ways Baltic Fir.

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 Amer. oak the Bilge Planks Amer. & Afric. oak

The Ceiling, Lower Hold, Dan. oak Between Decks Dan. oak

Shelf Pieces Dan. oak Clamps Dan. oak

**Fastenings.**—To Hold Beams Iron lodging knees, six pair of standards, and nine pair of knee riders.

Deck Beams Iron lodging knees, and an hanging knee to each beam end

Number of Breasthooks Seven Pointers one pair Crutches One

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

Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng. oak How Made Turned

General Quality of Workmanship Good

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

Builder's Signature Robert Thompson & Sons Surveyor's Signature Thomas Lloyd's Register



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 <sup>3</sup> / <sub>2</sub>	Bower, .....	3	102-2-0
2	Fore Top Sails,	Hempen Stream Cable .....	75	0			102-2-0
2	Fore Topmast Stay Sails,	Hawser .....	60	7/8	Stream, .....	1	100-0-0
2	Main Sails,	Towlines .....	75	6 <sup>1</sup> / <sub>4</sub>			4-2-0
2	Main Top Sails,	Warp .....	75	5 <sup>1</sup> / <sub>4</sub>	Kedge, .....	1	20-0
and <u>show 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 two others

The present state of the Windlass is secure Capstan winch Rudder and Pumps efficient

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

The whole of the bolts of the outside fastenings are of mixed metal to the entire exclusion of iron, and are not less in size than is prescribed by the rules, the nails of the plating of the upper decks are also of mixed metal—

Robert Thompson & Sons

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 10 A1 The material used is of the 9 years grade.

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

for Special .....£ 20 : 16 : 0

Certificate (if required) .....£ : :

Committee's Minute 11<sup>th</sup> August 1854

Character assigned 10 A1



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Foundation