

No. 5856 Survey held at Sunderland Date 24 June Recd 4/7/86 1886
on the Barque "The Bride" Master Stephen Spawart
Tonnage Old 522 Built at Sunderland When built 1856 Launched 6 March
By whom built W. H. Pearson Owners W. H. Douglas
Port belonging to London Destined Voyage Ceylon
If Surveyed while Building, Afloat, or in Dry Dock in building

Length aloft	Feet.		Inches.		Extreme Breadth Outside		Feet.	Inches.	Depth of Hold		Feet.	Inches.
	135						20	6			10	9
Thickness of Plank.												
Scantlings of Timber.				Outside.				Inside.				
TIMBER AND SPACE				Garboard Strakes				Limber Strakes				
Floors	13 1/2	13 1/2	13 1/2	11 1/2	15 1/2	11 1/2	4 1/4	4 1/4	4 1/2	4 1/2	4 1/2	4 1/2
1st Foothooks	11 1/2	11 1/2	11 1/2	-	11 1/2	-	4 1/4	4 1/4	4 1/2	4 1/2	4 1/2	4 1/2
2nd Ditto	10 1/2	10 1/2	10 1/2	-	-	-	4 1/4	4 1/4	4 1/2	4 1/2	4 1/2	4 1/2
3rd Ditto	9 1/2	9 1/2	9 1/2	-	6 1/2	-	4 1/4	4 1/4	4 1/2	4 1/2	4 1/2	4 1/2
Top Timbers	9 1/2	9 1/2	9 1/2	-	6 1/2	-	4 1/4	4 1/4	4 1/2	4 1/2	4 1/2	4 1/2
Deck { No 26 Average Space } 4 feet	9 1/2	9 1/2	9 1/2	7 1/2	10 1/2	7 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Deck Beams, length amidships	26 feet 4 inches						4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Hold { No 22 Average Space } 4 feet	13	12	13	10 1/2	13	10	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Hold Beams, length amidships	26 feet 4 inches						4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Keel	14 1/2	14 1/2	14 1/2	11 1/2	14 1/2	-	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Scarp of Ditto	6 feet 6 inches						4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Keelsons	15 1/2	15 1/2	15 1/2	15	15 1/2	-	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Scarp of Ditto	7 feet 7 inches						4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.				Copper or Iron				Inches required per Rule			
Heel-Knee, and Deadwood	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Scarp of Keel	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Keelson Bolts through Keel at each Floor	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Bolts through Heels of Timbers against Deadwood	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8
Transoms and throats of Hooks	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Arms of Hooks	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8
Butt End Bolts	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Pintles of the Rudder	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Waterway	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Hold Beam Bolts in	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Knees	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Shelf for Clamp	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Waterway	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8
Deck Beam Bolts in	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Knees	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Shelf for Clamp	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8
Nails or Bolts in Flat of Deck	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Treenails	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 Inches. The Space between the Top-Timbers is 2 1/2 Inches.

The Floors consist of Eng. oak The First Foothooks of Eng. oak Timber.

The Second Foothooks of Eng. oak The Third Foothooks and Top Timbers of Eng. oak

The Shifts of the First and Second Foothooks are not less than 1 1/2 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 well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well 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 1/8 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. The Main piece of Rudder is Eng. oak

The Main Keelson is Green Heart and free from all defects. The Main piece of Windlass is Eng. oak

The Stem, and Stern Post, consist of Eng. oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of Eng. oak Deadwood, of Eng. oak and are all free from all defects.

The Deck and Hold Beams consist of Eng. oak & Eng. oak The Breasthooks of Eng. oak & iron The Knees of iron

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

From the above named Height to the Light Water Mark German oak

From the Light Water Mark to the Wales Eng. oak & Green heart

The Wales and Black-strakes are Eng. oak & Teak The Topsides Teak & Eng. oak

The Sheer-strakes and Plank-sheers Teak & Eng. oak The Water-ways { Upper Deck Teak & Eng. oak

The Decks Yellow Pine State of Good Lower Deck Teak & Eng. oak

The Shifts of the Planking are not less than Two 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, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are German oak

The Ceiling, Lower Hold, and between Decks Dan. & German oak Shelf Pieces and Clamps Dan. & German oak

Fastenings.—To Hold Beams Iron horizontal staple knees, five pair of staple standard knees

above, and ten pair of roller hanging knees.

Deck Beams Iron staple knees, and seventeen pair of iron hanging knees.

Number of Breasthooks Seven Pointers One pair Crutches One

Butts End Bolts are of 6 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

Thickstuff over Double Floors are bolted through and clenched. General Quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature W. H. Pearson Surveyor's Signature Thomas Burrice

Lloyd's Register

Foundation

51932-0436

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 .	Weight.
2	Fore Sails,	Chain	245 1 1/2	8	23.0.10
2	Fore Top Sails,	Hempen Stream Cable	80 8 3/4		22.1.0
2	Fore Topmast Stay Sails,	Hawser	60 1	1	21.2.20
2	Main Sails,	Towlines	80 6		5.0.10
2	Main Top Sails,	Warp	80 5		
and <u>others as usual</u>		All of <u>good</u> quality.	80 4 1/4	1	1.3.0

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 new Capstan new Rudder new Pumps efficient

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed	<u>10th August 1855.</u>
2nd. When the Beams are put in, &c.	<u>21st Nov^r</u>
3rd. { When completed, and before the plank be painted or payed }	<u>27th Feb^r 1856</u>

Present condition of Caulking of Bottom, good Deck, good and Waterways firm & good

If Sheathed, Doubled, Felted, or Coppered by Metal to Plates When last done

I am of opinion this Vessel should be Classed 10 C 1

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

Order No. 486 Special£ 26: 2 : "

Certificate£ - : - : -

Committee's Minute 8th July 1856

Character assigned 10 for 10 years



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Lloyd's Register
Foundation