

No. 6286 Survey held at Sunderland Date January 7 1850  
 on the Barque Georgetown Master Cobb  
 Tonnage Old Built at Sunderland When built 1857 Launched 1<sup>st</sup> Jan 1850  
 By whom built R. Thompson & Sons Owners Cavan, B<sup>ns</sup>  
 Port belonging to London Destined Voyage West Indies  
 Surveyed while Building, Afloat, or in Dry Dock while Building 6286

| Length aloft                 | Feet.  |        | Inches. |   | Extreme Breadth Outside | Feet.  |        | Inches. |                                       | Depth of Hold | Feet.   |                      | Inches. |         |
|------------------------------|--------|--------|---------|---|-------------------------|--------|--------|---------|---------------------------------------|---------------|---------|----------------------|---------|---------|
|                              | 135    | 26     | 16      | 0 |                         | 26     | 6      | 16      | 0                                     |               |         |                      |         |         |
| <b>Scantlings of Timber.</b> |        |        |         |   |                         |        |        |         |                                       |               |         |                      |         |         |
| TIMBER AND SPACE             | 27 1/2 | -      | -       | - | 27 1/2                  | 11 1/2 | 11 1/2 | 11      | -                                     | Outside.      | Inches. | Inside.              | Inches. | Inches. |
| Floors                       | 12     | 12     | 10      | - | 11 1/2                  | 11 1/2 | 11     | -       | Garboard Strakes                      | 3 3/4         | 3 3/4   | Limber Strakes       | 5       | 3 3/4   |
| 1 <sup>st</sup> Foothooks    | 10     | 10     | -       | - | 10                      | 10     | -      | -       | Garboard to Bilge                     | 3 3/4         | 3 3/4   | Bilge Planks         | 4 1/2   | 3 3/4   |
| 2 <sup>nd</sup> Ditto        | 9 1/2  | 9 1/2  | -       | - | 9                       | 9      | -      | -       | Bilge Planks                          | 4 1/2         | 3 3/4   | Ceiling in Flat      | 2 3/4   | 2 3/4   |
| 3 <sup>rd</sup> Ditto        | 9      | -      | 6       | - | 9 1/4                   | -      | 5 3/4  | -       | Bilge to Wales                        | 3 3/4         | 3 3/4   | Ditto Bilge to Clamp | 2 3/4   | 2 3/4   |
| Top Timbers                  | 9 1/2  | -      | 6       | - | 9 1/4                   | -      | 5 3/4  | -       | Wales                                 | 4 3/4         | 4 3/4   | Hold Beam Clamps     | 4 1/2   | 4       |
| Deck Beams                   | 9      | 9      | 7 1/4   | - | 9 1/4                   | 9 1/4  | 7 1/4  | -       | Topsides                              | 4             | 3 3/4   | Deck Beam Ditto      | 4 1/2   | 3 3/4   |
| Deck Beams, length amidships | 25     | feet   | -       | - | -                       | -      | -      | -       | Sheer Strakes                         | 3 3/4         | 3 3/4   | Ceiling 'twixt Decks | 2 1/2   | 2 1/2   |
| Hold Beams                   | 12     | 12     | 10      | - | 11 1/2                  | 11 1/2 | 9 3/4  | -       | Plank Sheers                          | 3 3/4         | 3 3/4   | Hold Beam            | 4 1/2   | 4       |
| Hold Beams, length amidships | 25     | feet   | -       | - | -                       | -      | -      | -       | Water - Upper Deck                    | 11            | 10 3/4  | Deck Beam Ditto      | -       | -       |
| Keel                         | 13 1/4 | 13 1/4 | -       | - | 13                      | 13     | -      | -       | Ways - Lower Deck                     | -             | -       | -                    | -       | -       |
| Scarphs of Ditto             | 5 1/2  | -      | -       | - | 5 1/2                   | -      | -      | -       | Ditto, faying surface against Timbers | 7 1/4         | 7       | -                    | -       | -       |
| Keelsons                     | 14 1/2 | 14 1/2 | -       | - | 14                      | 14     | -      | -       | Upper Deck                            | 3             | 3       | -                    | -       | -       |
| Scarphs of Ditto             | 4 1/2  | -      | -       | - | 4 1/2                   | -      | -      | -       | -                                     | -             | -       | -                    | -       | -       |

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

| Heel-Knee, and Deadwood abaft                   | Copper         |        | Inches required per Rule | All of Metal   | Copper         |        | Inches required per Rule | Hold Beam Bolts in             | Waterway | Knees | Inches required per Rule |
|---|----------------|--------|--------------------------|--|----------------|--------|--------------------------|--------------------------------|----------|-------|--------------------------|
|   | Inches in Ship | Inches |                          |  | Inches in Ship | Inches |                          |                                |          |       |                          |
| Scarphs of Keel                                 | 1 3/16         | 3/16   | 1 3/16                   | Transoms and throats of Hooks  | 1 3/16         | 1 3/16 | 1 3/16                   | Shelf or Clamp                 | 15       | 15    | 15                       |
| Keelson Bolts through Keel at each Floor        | 1 1/16         | 1/16   | 1 1/16                   | Arms of Hooks  | 1 1/16         | 1 1/16 | 1 1/16                   | Waterway                       | 7        | 7     | 7                        |
| Bolts through Heels of Timbers against Deadwood | 3/16           | -      | 3/16                     | Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors | 1 3/16         | 1 3/16 | 1 3/16                   | Knees                          | 15       | 15    | 15                       |
|   |                |        |                          | Butt End Bolts   | 1 3/16         | 1 3/16 | 1 3/16                   | Shelf or Clamp                 | 7        | 7     | 7                        |
|   |                |        |                          | Pintles of the Rudder  | 2 3/4          | 2 3/4  | 2 3/4                    | Nails or Bolts in Flat of Deck | 1 1/4    | 1 1/4 | 1 1/4                    |
|   |                |        |                          |  |                |        |                          | Treenails                      | 1 1/4    | 1 1/4 | 1 1/4                    |

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 16 3/4 Inches. The Space between the Top-Timbers is 3 1/2 Inches.  
 The Floors consist of English Oak<sup>12</sup> The First Foothooks of Eng<sup>h</sup> Oak<sup>12</sup>  
 The Second Foothooks of Eng<sup>h</sup> Oak<sup>12</sup> The Third Foothooks and Top Timbers of Eng<sup>h</sup> Oak<sup>12</sup>  
 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 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 neatly 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 1/16 of the entire moulding at that place.  
 The Frame is cross chocked with a Butt at each end of the chock. The Main piece of Rudder is Eng<sup>h</sup> Oak<sup>12</sup>  
 The Main Keelson is Greenheart<sup>12</sup> and off free from all defects. The Main piece of Windlass is Eng<sup>h</sup> Oak<sup>12</sup>  
 The Stem, and Stern Post, consist of Eng<sup>h</sup> Oak<sup>12</sup> The Transoms, Aprons, Knight Heads, and Hawse Timbers of Eng<sup>h</sup> Oak<sup>12</sup>  
 Deadwood, of Eng<sup>h</sup> Oak<sup>12</sup> from up and are off free from all defects.  
 The Deck and Hold Beams consist of Teak & Eng<sup>h</sup> Oak The Breasthooks of Iron & Eng<sup>h</sup> Oak The Knees of Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table A or to the First Foothook Heads } the Plank is Amer<sup>h</sup> Elm<sup>12</sup>  
 From the above named Height to the Light Water Mark Dau<sup>c</sup> & St<sup>h</sup> Oak<sup>12</sup>  
 From the Light Water Mark to the Wales Teak & Eng<sup>h</sup> Oak<sup>12</sup>  
 The Wales and Black-strakes are Teak & Eng<sup>h</sup> Oak<sup>12</sup> The Topsides Teak<sup>16</sup>  
 The Sheer-strakes and Plank-sheers Teak<sup>16</sup> The Water-ways } Upper Deck Red Pine & Eng<sup>h</sup> Oak<sup>12</sup>  
 Lower Deck —  
 The Decks Yellow Pine State of Good  
 The Shifts of the Planking are not less than six 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 Dau<sup>c</sup> & St<sup>h</sup> Oak<sup>12</sup>  
 The Ceiling, Lower Hold, and between Decks Dau<sup>c</sup> Oak Shelf Pieces and Clamps Dau<sup>c</sup> Oak<sup>10</sup>  
**Fastenings.**—To Hold Beams Iron staple knees, Three pair of staple standards and Ten pair of hanging knee riders,  
 Deck Beams Iron staple knees, and Eleven pair of hanging knees  
 Number of Breasthooks Five Pointers One pair Crutches One  
 Butts End Bolts are of 1/2 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<sup>h</sup> Oak How Made Conical  
 Thickstuff over Double Floors — 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 Robert Thompson Surveyor's Signature Thomas Lawrence

SLD933 - 0270

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,              | 240                         | 1 1/2   | Bower, .....                | 3 19-2-0 |
| 1                          | Fore Top Sails,          | 00                          | 0 1/2   | Stream, .....               | 1 4-3-0  |
| 2                          | Fore Topmast Stay Sails, | 70                          | 7/8     |                             |          |
| 1                          | Main Sails,              | 00                          | 6       |                             |          |
| 2                          | Main Top Sails,          | 00                          | 5       | Kedge, .....                | 1 2-1-2  |
| and <u>others as usual</u> |                          | All of <u>Good</u> quality. |         |                             |          |

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

She has 1 Long Boat and 2 others

The present state of the Windlass is secure Capstan 2 Winches Rudder and 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 10<sup>th</sup> Aug<sup>r</sup> 1854

2nd. When the Beams are put in, &c. 1<sup>st</sup> Sept<sup>r</sup> "

3rd. { When completed, and before the plank be painted or payed } 14<sup>th</sup> Dec<sup>r</sup> "

*This Bark has Twelve pair of diagonal plates fitted and bolted inside the frame, in length and size as per Rules, sec<sup>n</sup> 39.*

*Also the Rules sec<sup>n</sup> 46 allowing ships to be classed one year additional, for having yellow metal fastenings are fully complied with -*

*Robert Thompson Irons*

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, or Coppered By Metal on felt 6/12 When last done         

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

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

Special .....£ 20 : 14 : -

Certificate ....£ " : " : "

Committee's Minute 8<sup>th</sup> January 1858

Character assigned 1 yr 11 Years

*Thomas Lawrence*  
*Henry Marshall*



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