

No. 6341 Survey held at Sunderland Date Feb 13th Rec'd 1/3/58 18 58
on the Barque Master
Tonnage Old New 399 Built at Sunderland When built 1857 Launched 2nd Jan 1858
By whom built Hardie Owners M. Sweddell
Part belonging to South Shields Destined Voyage
Is surveyed while Building, Afloat, or in Dry Dock during building 1341

Length aloft			Extreme Breadth Outside			Depth of Hold		
108			26			16		
Feet.			Feet.			Feet.		
Inches.			Inches.			Inches.		
IN SHIP.			REQUIRED PER RULE.			THICKNESS OF PLANK.		
Sided, Middle, Ends.			Sided, Middle, Ends.			In Ship, Required per Rule.		
Scantlings of Timber.			Outside.			Inside.		
TIMBER AND SPACE			Garboard Strakes			Limber Strakes		
Floors	23 1/2	11	10 1/2	10 1/2	8 1/2	4	3 1/2	
1 st Foothooks	9 1/2	15	8 1/2	8 1/2		4	3 1/2	
2 nd Ditto	8 1/2	8 1/2	8	8		3	2 1/4	
3 rd Ditto	8	8	7 1/2	7 1/2		3	2 1/4	
Top Timbers	8		5 1/2	5 1/2		4	3 1/2	
Deck { N ^o 24 Average Space }	3 1/2	9	9	8 1/2	8 1/2	4	3 1/2	
Beams		2 1/2	2 1/2	2 1/2	2 1/2	4	3 1/2	
Deck Beams, length amidships	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	4	3 1/2	
Hold { N ^o 15 Average Space }	3 1/2	11 1/2	11 1/2	10 1/2	10 1/2	2 1/2	2 1/4	
Beams		2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/4	
Hold Beams, length amidships	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/4	
Keel	12 1/2	13 1/2	11 1/2	11 1/2		2 1/2	2 1/4	
Scarp of Ditto	3 1/2	6	5 1/2	5 1/2		2 1/2	2 1/4	
Keelsons	13	13	12 1/2	12 1/2		2 1/2	2 1/4	
Scarp of Ditto	6 1/2	9	5 1/2	5 1/2		2 1/2	2 1/4	

Side 13 x 8 Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

Heel-Knee, and Deadwood abaft			Transoms and throats of Hooks			Waterway		
Scarp of Keel.....N ^o 8			Arms of Hooks			Hold Beam Bolts in		
Keelson Bolts through Keel at each Floor			Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors			Knees		
Bolts through Heels of Timbers against Deadwood			Butt End Bolts			Shelf or Clamp		
			Pintles of the Rudder			Waterway		
						Deck Beam Bolts in		
						Knees		
						Shelf or Clamp		
						Nails or Bolts in Flat of Deck		
						Treenails		

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.

The Floors consist of English Oak & Stettin The First Foothooks of English Oak

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 1 1/2 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 of the entire moulding at that place.

The Frame is cross choiced with no Butt at each end of the choick. The Main piece of Rudder is Eng^d Oak

The Main Keelson is Teak and free from all defects. The Main piece of Windlass is Eng^d Oak

The Stem, and Stern Post, consist of English Oak & Teak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English Oak Deadwood, of Eng^d Oak and are free from all defects.

The Deck and Hold Beams consist of Eng^d Oak The Breasthooks of Eng^d Oak The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is American Elm

From the above named Height to the Light Water Mark Wentz Oak

From the Light Water Mark to the Wales Wentz Oak

The Wales and Black-strakes are Teak The Topsides Teak & Eng^d Oak

The Sheer-strakes and Plank-sheers Teak & Eng^d Oak The Water-ways { Upper Deck Wentz Oak

The Decks Yellow Pine Lower Deck Wentz Oak

The Shifts of the Planking are not less than 5 Feet 5 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 Teak & Wentz Oak

The Ceiling, Lower Hold, and between Decks Wentz Oak Shelf Pieces and Clamps Wentz Oak

Fastenings.—To Hold Beams Iron Lodging knees to each Beam, 8 pairs

of Rides knees

Deck Beams Iron Lodging knees to each Beam, 20 pairs of hanging

knees, 6 pairs provided as Standards

Number of Breasthooks 4 of 16^d V Pointers 2 of Iron Crutches 4 of Iron

Butts End Bolts are of Yellow Iron in the Bottom, and 1 Bolt in each Butt End through and clenched.

Bilge and Limber Strakes all bolted through and clenched. Treenails of English Oak How Made Circular

Thickstuff over Double Floors all 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 James Hardie Surveyor's Signature J. W. Waring

SLD933-0291

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 <u>Certificates provided</u>	200	1 7/8		Bower,	3	16.0.0
2	Fore Top Sails,	Hempen Stream Cable	80	8				16.0.0
2	Fore Topmast Stay Sails,	Hawser <u>Chain</u>	60	10		Stream,	1	4.2.0
1	Main Sails,	Towlines	80	6				
2	Main Top Sails,	Warp	80	8		Kedge,	1	2.0.0
and <u>others as usual</u>			All of <u>good</u> quality.					

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

She has One Long Boat and two others

The present state of the Windlass is new Capstan new Rudder new Pumps new

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>August 17th 1857</u>
	2nd. When the Beams are put in, &c.	<u>Sept. 17</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>December</u>

The exterior of this vessel inclusive of the Heels of the cast timbers and flat of upper deck is fasten'd with Yellow Metal to the entire exclusion of Iron
James Hardie

Present condition of Caulking of Bottom, good Deck, good and Waterways good
If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 10 A. 1

The Amount of the Fee.....£ 4: " : " is received by me,
London No. 678. Special£ 16: 2 : "
Certificate£ " : " : "

Committee's Minute 2nd March 1858

Character assigned 1 for 10 Years



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