

No. 6358 Survey held at Sunderland Date March 29th 1858
 on the Ship Holmsdale Master _____
 Tonnage Old _____ New 1257 Built at Sunderland When built 1858 Launched March
 By whom built John Reed Owners William Phillips
 Port belonging to London Destined Voyage London
 If Surveyed while Building, Afloat, or in Dry Dock during Building

Length aloft	Extreme Breadth Outside						Depth of Hold		Thickness of Plank	
	Feet	Inches		Feet	Inches		Feet	Inches		
205	37		22		6					

Scantlings of Timber.	IN SHIP.			REQUIRED PER RULE.			Outside.	INCHES.		Inside.	INCHES.	
	Sided.	Middle.	Ends.	Sided.	Middle.	Ends.		In Ship.	Required per Rule.		Required per Rule.	Required per Rule.
TIMBER AND SPACE	33 1/2	16	14 1/2	33 1/2	15	13 3/4	Garboard Strakes	12 by 10	4 1/2	Water Kelsons 12 by 12	6	6
Floors	16	14 1/2	14 1/2	13 3/4	13 3/4	13 3/4	Garboard to Bilge	4 3/4	4 1/2	Limber Strakes	6	6
1st Foothooks	14 1/2	14 1/2	14 1/2	12 3/4	12 3/4	12 3/4	Bilge Planks	5 1/2	4 1/2	Bilge Planks	6 1/2	6
2nd Ditto	13 1/2	13 1/2	13 1/2	11 3/4	11 3/4	11 3/4	Bilge to Wales	4 3/4	4 1/2	Ceiling in Flat	4	4
3rd Ditto	12 1/2	11	11	10 1/2	10 1/2	10 1/2	Wales	6 1/4	6	Ditto Bilge to Clamp	4	4
Top Timbers	12	8 1/2	8 1/2	10 1/4	10 1/4	8 1/2	Topsides	5	4 3/4	Hold Beam Clamps	6	5 1/2
Deck Beams	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	Sheer Strakes	5	4 3/4	Deck Beam Ditto	8 1/2	4 3/4
Deck Beams, length amidships	35 feet	14 1/2	14 1/2	12 1/2	14 1/4	14 1/4	Plank Sheers	4	4	Ceiling twist Decks	3	3
Hold Beams	4 1/2	14 1/2	14 1/2	12 1/2	14 1/4	14 1/4	Water - Upper Deck	8 1/2	8	Hold Beam Shelves	15 by 10	
Hold Beams, length amidships	35 feet	16 1/4	16 3/4	16	16	16	Ways - Lower Deck	15 by 10		Deck Beam Ditto		
Keel	16 1/4	16 3/4	16	16	16	16	Ditto, faying surface against Timbers	8	8	Upper Deck	4	4
Scarphs of Ditto	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2						
Keelsons	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2						
Scarphs of Ditto	8 feet	8 feet	8 feet	8 feet	8 feet	8 feet						

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

Heel-Knee, and Deadwood abaft	Copper or Iron.	Inches in Ship.	Inches required per Rule.	Transoms and throats of Hooks	Copper or Iron.	Inches in Ship.	Inches required per Rule.	Hold Beam Bolts in	Copper or Iron.	Inches in Ship.	Inches required per Rule.
Keelson Bolts through Keel at each Floor	1 3/8	1 3/8	Bolts thro' Bilge & Limber Strakes, on Thick stuff over Double Floors	1 1/4	1 1/4	Shelf or Clamp	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4
Bolts through Heels of Timbers against Deadwood	1 1/8	1 1/8	Butt End Bolts	1 1/8	1 1/8	Deck Beam Bolts in	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
			Pintles of the Rudder	3 1/2	3 1/2	Nails or Bolts in Flat of Deck	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2

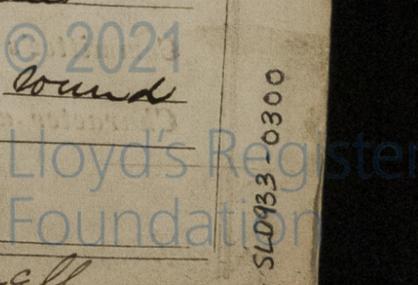
Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 3.5 Inches.
 The Floors consist of Eng Oak & Iron Bark The First Foothooks of Eng Oak
 The Second Foothooks of Eng Oak The Third Foothooks and Top Timbers of Eng Oak
 The Shifts of the First and Second Foothooks are not less than 1/4
 The rest of the Shifts of the Frame are good & sufficient N. B. When less than prescribed by the Rule, state how many.
 The Frame is very well squared from the First Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is very 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 1/3 of the entire moulding at that place.
 The Frame is well chocked with a Butt at each end of the chock.
 The Main Keelson is Green heart and free from all defects. The Main piece of Rudder is Eng Oak
 The Stem, and Stern Post, consist of Eng Oak & Teak The Main piece of Windlass is Eng Oak
 Hawse Timbers of Eng Oak The Transoms, Aprons, Knight Heads, and Deadwood, of Amel Elm to two feet above of and are free from all defects.

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Amel Elm & Teak
 From the above named Height to the Light Water Mark Green heart & Teak
 From the Light Water Mark to the Wales Teak & Green heart
 The Wales and Black-strakes are Teak
 The Sheer-strakes and Plank-sheers Teak
 The Decks Pitch Pine
 The Shifts of the Planking are not less than 6 Feet 6 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 round between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Teak & Green heart
 The Ceiling, Lower Hold, and between Decks Teak Green heart & Eng Oak
Fastenings.—To Hold Beams Iron Lodging Knees Shelf on top side doweled & through Bolted, 25 pair of Hanging Knees, 7 pair of Knee sides, and 11 pair of Bilge sides reaching from the Hold Beam shelf to a substantial part of the floor ends. Iron plates 5 in by 3/4 in supported by Bolts, and Lodging Knees under each Beam; the side arms of the Hanging Knees to the upper & lower Beams have five Bolts through each.
 Number of Breasthooks seven and tenon Pointers Five hooks Iron Crutches Two tenon knees
 Butt End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.
 Limber and Limber Strakes are bolted through and clenched. Treenails of Eng Oak & Green heart round
 over Double Floors are bolted through and clenched. General Quality of Workmanship very good

I certify that the above is a correct description of the several particulars therein given
 Signature J. M. Reed Surveyor's Signature Robt. S. Simey
W. M. Zandivell



SLO933-0300

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

N ^o .	She has SAILS.	CABLES, &c.		ANCHORS, and their weights.			
		Fathoms.	Inches.	N ^o .	Weight		
	Fore Sails,	Chain (certificates proof)	300	1 7/8	Bower, Patent	3	400
	Fore Top Sails,	Hempen Stream Cable	80	9			420-16
	Fore Topmast Stay Sails,	Hawser chain	40	1	Stream,	1	420-16
	Main Sails,	Towlines	90	1/4			
	Main Top Sails,	Warp	90	6	Kedge,	1	300-10
	and others as usual	All of <u>good</u> quality.					

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

She has One Long Boat and three others.

The present state of the Windlass is good Capstan Mich Rudder good Pumps good

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 September 10th 1857

2nd. When the Beams are put in, &c. October 24th

3rd. { When completed, and before the plank be painted or payed } February 1858

The exterior of this ship including the heels of the bant timbers is fastened with yellow metal to the entire exclusion of iron, the flat of the upper deck is fastened with galvanised iron screw bolts

J.M. Reed

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 13 A. 1

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

Order No. 660. Special£ 62 : 17 : :
Certificate£ : : : :

Robt. B. Dimes

Wm. Jamieson

Committee's Minute 30th March 1858

Character assigned A for 13 Years



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