

No. 6358 Survey held at Sunderland Date March 29th 1858
on the Ship Holmsdale Master
Tonnage Old 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	205		Feet.		Inches.		Extreme Breadth Outside		37		Feet.		Inches.		Depth of Hold		22		Feet.		Inches.	
Scantlings of Timber.																						
TIMBER AND SPACE																						
Floors	16		16		14 1/2		15		15		13 3/4		Garboard Strakes		12 by 10		4 1/2		12 by 10		6	
1st Foothooks	14 1/2		14 1/2		13 3/4		13 3/4		13 3/4		13 3/4		Garboard to Bilge		4 3/4		4 1/2		Lumber Strakes		6	
2nd Ditto	13 1/2		13 1/2		12 3/4		12 3/4		12 3/4		12 3/4		Bilge Planks		5 1/2		4 1/2		Bilge Planks		6 1/2	
3rd Ditto	12 1/2		11		11 3/4		11 3/4		11 3/4		11 3/4		Bilge to Wales		4 3/4		4 1/2		Ceiling in Flat		4	
Top Timbers	12		10 1/2		9		10 1/4		10 1/4		8 1/2		Wales		6 1/4		6		Ditto Bilge to Clamp		4	
Deck Beams	No. 34		Average Space		4 1/2 ft		10 1/2		10 1/2		9		Topsides		5		4 3/4		Hold Beam Clamps		6	
Deck Beams, length amidships	35 ft		14 1/2		14 1/2		12 1/2		14 1/4		14 1/4		12		Sheer Strakes		5		Deck Beam Ditto		8 1/2	
Hold Beams	No. 32		Average Space		4 1/2 ft		14 1/2		14 1/2		12 1/2		Plank Sheers		4		4		Ceiling twist Decks		3	
Hold Beams, length amidships	35 ft		16 1/4		16 3/4		16		16		16		Water - Upper Deck		8 1/2		8		Hold Beam Shelves		15 by 10	
Keel	16 1/4		16 3/4		16		16		16		16		Ways - Lower Deck		15 by 10		"		Deck Beam Ditto		"	
Scarp of Ditto	7 1/2		7 1/2		6 1/2		9		6 1/2		9		Ditto, faying surface against Timbers		8		8					
Keelsons	17 1/2		17 1/2		17		17		17		17		Upper Deck		4		4					
Scarp of Ditto	8 1/2		8 1/2		8 1/2		8 1/2		8 1/2		8 1/2											
Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.																						
Copper																						

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.
Heel-Knee, and Deadwood abaft
Scarp of Keel N^o 8
Keelson Bolts through Keel at each Floor
Bolts through Heels of Timbers against Deadwood
Transoms and throats of Hooks
Arms of Hooks
Bolts thro' Bilge & Limber Strakes, or Thick stuff over Double Floors
Butt End Bolts
Pintles of the Rudder
Hold Beam Bolts in Waterway
Knees
Shelf or Clamp
Deck Beam Bolts in Waterway
Knees
Shelf or Clamp
Nails or Bolts in Flat of Deck
Treenails
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 Second Foothooks of Eng Oak
The First 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
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.
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 cwp choiced with a Butt at each end of the choick.
The Main Keelson is Green heart and affree from all defects.
The Main piece of Rudder is Eng Oak
The Stem, and Stern Post, consist of Eng Oak & Seake
The Main piece of Windlass is Eng Oak
Hawse Timbers of Eng Oak
The Transoms, Aprons, Knight Heads, and Deadwood, of Amer Elm to two feet above of Seake are affree from all defects.

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Amer Elm & Seake
From the above named Height to the Light Water Mark Green heart & Seake
From the Light Water Mark to the Wales Seake & Green heart
The Wales and Black-strakes are Seake
The Topsides Seake
The Sheer-strakes and Plank-sheers Seake
The Water-ways { Upper Deck Seake
Lower Deck Green heart
The Decks Pitch Pine
The Shifts of the Planking are not less than 6 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.

Planking Inside.—The Limber-strakes and Bilge-strakes are Seake & Green heart
The Ceiling, Lower Hold, and between Decks Seake Green heart & Eng Oak
Fastenings.—To Hold Beams Iron Lodging Knees Shelf on Pop 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 from 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 Half Iron
Butt End Bolts are of Metal in the Bottom, and one Bolt in each Butt End through and clenched.
Treenails of Eng Oak & Green heart
General Quality of Workmanship Very good

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Surveyor's Signature Ros. S. Simey
J. M. Reed
The certify that the above is a correct description of the several particulars therein given
Signature

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
	Fore Sails,	Chain (certificates, proof)	300	1 1/8	Bower, Patent..... 3 { 40 1/2 41 1/2 42 0 1/2
	Fore Top Sails,	Hempen Stream Cable	80	9	
	Fore Topmast Stay Sails,	Hawser ... chain	40	1	Stream, 1 7 1/2 1/4
	Main Sails,	Towlines	90	1 1/4	
	Main Top Sails,	Warp	90	6	Kedge, 1 3 1/2 0 1/2
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£ : : : "

Committee's Minute 30th March 1858

Character assigned A 1 for 13 Years

Rev. S. B. Biney

Wm. J. B. Biney



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