

933

No. 459 Survey held at Sunderland Date July 31<sup>st</sup> 1858 Recd 10/8/18  
 on the Barque "Westmoreland" Master P. S. Burgess  
 Tonnage Old Built at Sunderland When built 1858 Launched July  
New 452  
 By whom built W. Watton & R. J. Wilkinson Owners James Thompson & Co  
 Port belonging to London Destined Voyage West Indies  
 If Surveyed while Building, Afloat, or in Dry Dock during Building 1459

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	133					27		9			17		8	
<b>Scantlings of Timber.</b>														
TIMBER AND SPACE	27/4				28 1/2					3 3/4				
Floors	12 1/4	12 1/4	10 1/2	12 1/4	12 1/4	10 1/2				4				
1 <sup>st</sup> Foothooks	10 1/2	10 1/2		10 1/2	10 1/2					4				
2 <sup>nd</sup> Ditto	9 1/2	9 1/2		9 1/2	9 1/2					3 3/4				
3 <sup>rd</sup> Ditto	8 3/4	8 1/2		8 1/2	8 1/2					3 3/4				
Top Timbers	8 1/2		6	8 1/2		6				5				
Deck Beams	9	9	7 1/2	8 3/4	8 3/4	7 1/4				4				
Hold Beams	12	12	10 1/2	12	12	10				4				
Keel	13 1/2	15		13 1/2	13 1/2					4				
Scarphs of Ditto	6 ft	6 in		5 ft	9 in					4				
Keelsons	15	15		14 1/2	14 1/2					4				
Scarphs of Ditto	4 ft	4 in		4 ft	9 in					3				

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 2.5 Inches.

The Floors consist of Eng Oak The First Foothooks of Eng Oak

The Second Foothooks of Eng Oak & Peake The Third Foothooks and Top Timbers of Eng 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 good

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 1/3 of the entire moulding at that place.

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

The Main Keelson is Iron Oak and appx free from all defects. The Main piece of Windlass is Eng Oak

The Stem, and Stern Post, consist of Peake The Transoms, Aprons, Knight Heads, and

Hawse Timbers of Eng Oak & Peake Deadwood, of Iron Oak to 2 ft above of Peake and are appx free from all defects.

The Deck and Hold Beams consist of Peake & Eng Oak The Breasthooks of Iron The Knees of Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is Iron Oak  
 or to the First Foothook Heads }

From the above named Height to the Light Water Mark Yellow Pine

From the Light Water Mark to the Wales Peake

The Wales and Black-strakes are Peake The Topsides Peake

The Sheer-strakes and Plank-sheers Peake The Water-ways { Upper Deck Peake

The Decks Yellow Pine State of \_\_\_\_\_ Lower Deck \_\_\_\_\_

The Shifts of the Planking are not less than 5 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 True between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Eng Oak

The Ceiling, Lower Hold, and between Decks Peake & Eng Oak Shelf Pieces and Clamps Peake

**Fastenings.**—To Hold Beams Iron Lodging Nails Spunketting & Clamps Bolted through

and 9 pair of Hoisting Nails

Deck Beams Iron Lodging Nails Clamps & Waterways through Bolted

and 12 pair of Hoisting Nails

Number of Breasthooks second step Pointers Two hooks Iron Crutches one pair of Ironwood Nails

Butts End Bolts are of Iron 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 Round

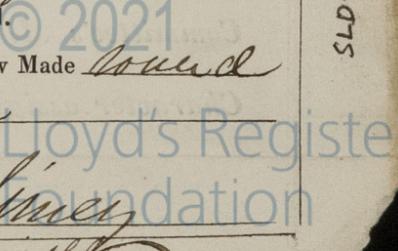
Thickstuff over Double Floors \_\_\_\_\_ bolted through and clenched. General Quality of Workmanship good

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

Builder's Signature W. Watton & R. J. Wilkinson Surveyor's Signature P. S. Burgess

W. Watton

SLD 933 - 0375



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

*a double  
mit*

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	Weight.	
	Fore Sails,	Chain <u>Certificate, produced</u>	240	1 3/8	Bower, .....	3 24.0.14
	Fore Top Sails,	Hempen Stream Cable .....	70	8		23.2.14
	Fore Topmast Stay Sails,	Hawser .. <u>Chain</u> .....	60	1	Stream, .....	1 4.2.24
	Main Sails,	Towlines .....	100	5 3/4		
	Main Top Sails,	Warp .....	100	4 3/4	Kedge, .....	1 1.3.24
and others as usual		All of <u>good</u> quality.				

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

She has one Long Boat and two others

The present state of the Windlass is good Capstan is Rudder good Pumps two Metal  
patent

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 February 8<sup>th</sup>
  - 2nd. When the Beams are put in, &c. May 13<sup>th</sup>
  - 3rd. { When completed, and before the } July  
      { plank be painted or payed }

*The extension of this ship including the keels of the bant timbers and flat of the upper deck is fastened with yellow metal to the entire exclusion of iron Robert Thomas & Co. Liverpool*

Present condition of Caulking of Bottom, good Deck, \_\_\_\_\_ and Waterways \_\_\_\_\_

~~If Sheathed, Doubled, Fished, or Coppered~~ with 4 Metal on Fells to top of keels When last done \_\_\_\_\_

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

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

Order No. 728 Special .....£ 22 : 12 : " *J.S.*

Certificate ....£ " : " : "

Committee's Minute 10<sup>th</sup> August 1858

Character assigned B. A. 1.

*Robt. B. Simey*  
*Edmund Rouchman*

