

No. 2944 Survey held at Berwick Date 23rd October Reu 2/11/60 2944
on the Barque "Clarendon" Master James Barclay
Tonnage Old 1480 Built at Berwick When built 1860 Launched 11th Oct 60
By whom built A. B. Lawan & Son Owners James Anderson
Port belonging to London Destined Voyage London
If Surveyed while Building, Afloat, or in Dry Dock On the Stocks while Building & Afloat for Stores

Length aloft	133	4	Extreme Breadth Outside	28	1	Depth of Hold	14	8
Thickness of Plank.								
Scantlings of Timber.			Outside.			Inside.		
TIMBER AND SPACE			Garboard Strakes			Limber Strakes		
Floors	13	13	Garboard to Bilge			Bilge Planks		
1 st Foothooks	11	11	Bilge Planks			Ceiling in Flat		
2 nd Ditto	10	10	Bilge to Wales			Ditto Bilge to Clamp		
3 rd Ditto	9	9	Wales			Hold Beam Clamps		
Top Timbers	9	9	Topsides			Deck Beam Ditto		
Deck Beams	9	9	Sheer Strakes			Ceiling 'twixt Decks		
Hold Beams	12	12	Plank Sheers			Hold Beam Shells		
Hold Beams, length amidships	26	26	Water - Upper Deck			Deck Beam Ditto		
Keel	14	14	Ways - Lower Deck					
Scarp of Ditto	16	16	Ditto, faying surface against Timbers					
Keel	16	16	Upper Deck					

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.							
Heel		Deadwood abaft		Transoms and throats of Hooks		Hold Beam Bolts in	
Scarp of	N ^o 8		Arms of Hooks		Knees	
Keelson Bolts through Keel at each F		18		Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors		Shelf or Clamp	
Bolts through Heels of Timbers against Deadwood		18		Butt End Bolts		Waterway	
				Pintles of the Rudder		Knees	
						Shelf or Clamp	
						Nails or Bolts in Flat of Deck	
						Treenails	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 3 1/4 Inches.

The Floors consist of Baltic Oak The First Foothooks of Baltic Oak

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

The Shifts of the First and Second Foothooks are not less than 4 feet 3 ins N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 feet 3 ins

The Frame is well squared from the First Foothook Heads upwards, and 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 3 of the entire moulding at that place.

The Frame is cross chocked with a Butt at each end of the choek. The Main piece of Rudder is British Oak

The Main Keelson is Greenheart and free from all defects. The Main piece of Windlass is British Oak

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

Hawse Timbers of British Oak Deadwood, of Elm and free from all defects.

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

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

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

From the Light Water Mark to the Wales Baltic Oak

The Wales and Black-strakes are Teak The Topsides Teak

The Sheer-strakes and Plank-sheers Teak The Water-ways { Upper Deck Red Pine

The Decks Yellow Pine State of best condition

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 with 3 strakes between, and without step-butting.

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

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

Fastenings.—To Hold Beams Iron lagging Nails and Seven grain Iron Vertical Nails

down and bolted through it

Deck Beams Beams sawed to Clamps Iron lagging Nails to every Beam and Iron

Vertical Nails to every alternate Beam—This being Clamps and Nails

Number of Breasthooks Six Pointers Hooks sawed forward Crutches One Iron Abaft

Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched, and one Bolt in

Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of British Oak How Made genuine turned

Thickstuff over Double Floors Full chocked across Ribson General Quality of Workmanship Very Good

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

Builder's Signature Surveyor's Signature Walter

Her Masts, Yards, &c. are in best 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	240	1 1/2	Bower,	Rodgers Patent 3 21 cwt each
	Fore Top Sails,	Hempen Stream Cable	100	9		
	Fore Topmast Stay Sails,	Hawser	100	6	Stream,	1 1/2 "
	Main Sails,	Towlines	120	3 3/4		
	Main Top Sails,	Warp	120	3 1/2	Kedge,	1 3 1/2.
and		All of <u>best</u> quality.				

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has One Long Boat and One Galley Boat and One Pinnace
The present state of the Windlass is with Patent Purchase Capstan Rudder Strong Pumps 2 Metal

General Remarks and Statement and Date of Repairs, if any.

DATE of Surveys held while building, as per Section 35.	1st. When the Frame is completed	2nd. When the Beams are put in, &c.	3rd. { When completed, and before the plank be painted or payed }
	21 st July 4 31 st Dec ^r 1856. 22 nd Jan ^y 23 rd Feb ^y 13 th March 6 th May 17 th July 1 st	1 st Aug st 14 th Sept ^r 11 th Nov ^r 29 th Dec ^r 1857. 20 th Mar ^{ch} 21 st June 4 th	21 st July 1858. 4 th Jan ^y 13 th May 2 nd June 18 th July 8 th Sept ^r 1859. 13 th Jan ^y 14 th May 6 th June 14 th Aug st 28 th Oct ^r 1 st Sept ^r 14 th 23 rd October 1860.

Request Note for Special Survey No 52-1st October 1886.
Certificates for Chains not produced, may be seen at London.

This is a strong, substantial, and faithful built Ship. She is to be towed to London, and there sheathed with Metal, and fitted out, when the Surveyors in London will have an opportunity of taking notes of her Stores &c. and also of having Listings cut out for examination of the Caulking, which although I marked them off, was neglected to be done before launching. She is all fastened with Yellow Metal Bolts to the entire exclusion of Iron, except those allowed by the Rules. Nails in Flat Decks, Galvanized Iron.

Mr. Martin inspected this vessel with me, and pointed out several additions to be given her, and which have all been done. Viz. One additional Breasthook below, and One above, Gunter and Hook abaft. An Inner Stern Post, well bolted through outside planking. A number of additional Short Bolts in lieu of Treennails. Hull examined and found quite good. Vessel re-caulked all over. The Bottingall completed.

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

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 10 A

The Amount of the Fee.....£ 3 : 0 : 0 is received by me,

Special£ 23: 8: "

Certificate . . . £ : :

Committee's Minute 2nd. November 1860

Character assigned △ - In 19 Years