

929
No. 3335 Survey held at Sunderland Date Rec 28/9/47 September 3 1843
on the Barque "Labuan" Master J. Thomas
Tonnage 456 247 Built at Sunderland When built 1847
By whom built Sykes & Co Owners W. Scap
Port belonging to London Destined Voyage Calcutta
If Surveyed Afloat or in Dry Dock during Building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.		
	122	"		28	4		19	6		
Scantlings of Timber.			Thickness of Plank.							
Timber and Space	each	13		Outside.		Inside.				
Floors	sided	12	Moulded	12 1/2	10 1/2	Keel to Bilge	3 1/2	Foot Waling	4 1/2	
1 st Foothooks	"	10 1/2	"	9 1/2		Bilge Planks	5	Bilge Planks	4 1/2	
2 nd Ditto	"	10	"	9		Bilge to Wales	4	Ceiling in Flat	3	
3 rd Ditto	"	9 1/2	"	8 1/4		Wales	5	Ditto Bilge to Clamp	3	
Top Timbers	"	8 3/4	"	5 1/2		Topsides	4	Hold Beam Clamps	6 1/2	
Deck Beams N ^o 24	Average Space } 4 to 4 1/2 ft	10	"	10	6 1/2	Sheer Strakes	4	Deck Beam Ditto	3 1/2	
Hold Beams N ^o 19	Average Space } 4 1/2	14	"	14	10	Plank Sheers	4	Ceiling 'twixt Decks	2 1/2	
Keel	"	13	"	13		Water-Ways	6 3/2	Hold Beam Shelves	12 1/2	
Kelsons	"	14	"	25 1/2		Upper Deck	3 1/2	Deck Beam Ditto	11 1/2	
Copper or Iron.			Size of Bolts in Fastenings, distinguishing whether						Iron.	
Heel-Knee, and Dead Wood abaft		1 3/8	Copper or Iron.							
Scarp of Keel	N ^o 8	7/8	Bolts thro' the Bilge and Foot Waling			1 1/2	Hold Beam	fastened with 1/2 metal		
Floor Timber Bolts		1 1/8	Butt End Bolts			3/4	Deck Beam	1 1/2		
Kelson ditto		1 1/8	Lower Pintle of the Rudder			3/2				
Transoms and throats of Hooks		1 1/2								
Arms of Hooks		1								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 2 Inches. The Space between the Top-timbers is 2 to 4 Inches. The Stem, Stern Post, are composed of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng Oak and are free from all defects. Timber.
The Floors and first Foothooks are composed of Eng Oak
The other Foothooks and Top Timbers of Eng Oak
The Shifts of the first and second Foothooks are not less than 1/4 N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are good and sufficient
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 top light N. B. If not, state how bolted.
The Butts of the Timbers are all close together; their thickness not less than 1/4 of the entire moulding at that place.
The Frame is well choiced with a Butt at each end of the chock.
The Main Kelson is composed of Afr Oak & Mahogany and the False Kelson of Teake
The Scarphs of the Kelsons are not less than 6 feet 6 inches.
The Deck and Hold Beams are composed of Afr & Eng Oak and Mahogany
Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Green Oak
From the first Foothook Heads to the Light Water Mark of Hutton & Pawing Oak
From the Light Water Mark to the Wales of Afr & Eng Oak, Teake & Mahogany
The Wales and Black-strakes are of Afr & Eng Oak The Topsides of Afr Oak & Mahogany
The Sheer-strakes and Plank-sheers of Teake The Water-ways of Teake
The Decks of Yellow Pine State of
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 three between
Planking Inside.—The Limber-strakes are composed of Mahogany the Bilge Planks of Mahogany
The Ceiling, Lower Hold, of Mahogany Afr & Eng Oak Between Decks of Mahogany
Shelf Pieces of Teake Clamps of Afr Oak, Teake & Mahogany
Fastenings.—To Hold Beams Iron Loring Nails, Shelf on top dowell'd, and ten pair of Iron Hanging Nails.
Deck Beams Iron Loring Nails fifteen pair of Iron Hanging Nails and seven pair of Staple Standards
Number of Breasthooks six & ten iron Pointers one pair. Two Iron Crutches three Iron Nails on each side
Butts End Bolts are of 1/2 metal in the Bottom, and one Bolt in each Butt End through and clenched.
Bilge and Footwaling is well bolted through and clenched.
General Quality of Workmanship very good

We certify that the preceding is a correct description of the above-named Vessel,
Builder's Signature Sykes and Company Surveyor's Signature Tho. S. B. Jones
C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.
SLD929-0095

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 .		
2	Fore Sails,	240	Chain	1 7/16	3	Bower,	22.0.0. 21.2.0. 21.0.0
2	Fore Top Sails,	80	Hempen Stream Cable	8 3/4	1	Stream,	5.0.0
2	Fore Topmast Stay Sails,	70	Hawser	7/8	1	Kedge,	2.0.0
1	Main Sails,	90	Towlines	6			
2	Main Top Sails,	80	Warp	5 3/4			
and well found with others		80	All of <u>good</u> quality.	3 3/4			

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

She has one Long Boat and two other boats

The present state of the Windlass is good Capstan & Winch and Rudder & Beams good & sufficient
patent purchase

General Remarks—Statement and Date of Repairs.

Was regularly surveyed during the Building and notes taken at the following periods: 22 24 6 15 8 16 28 15 6 11 16 24 22
1 2 3 3 4 4 5 6 7 8 8 8 9

with 9 metal to nearly the top of the masts
If Sheathed, ~~Doubled~~, ~~Felted~~, or ~~Coppered~~

When last done

I am of opinion this Vessel should be Classed 12. A. 1.

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Special£ 20 : 0 : 0

Certificate (if required)£ 0 : 0 : 0

Committee's Minute 28th Sept 1847

Character assigned 12. A. 1.



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