

No. 5897 Survey held at Sunderland Date July 30th Rec. 8/8/16 1856
on the Ship "Lansdowne" Master Richardson
Tonnage Old 720 Built at Sunderland When built 1856 Launched June
By whom built W. R. Abbey & Co. Owners G. O. Vickermann
Port belonging to London Destined Voyage Ceylon
If Surveyed while Building, Afloat, or in Dry Dock during Building

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
151			31			20		9
Thickness of Plank.								
Scantlings of Timber.			Outside.			Inside.		
Timber and Space	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.
Floors sided	31	Moulded	14	12	Garboard Strakes	4	Limber Strakes	4 1/2
1st Foothooks	14	"	12	"	Garboard to Bilge	4	Bilge Planks	4 1/2
2nd Ditto	11 3/4	"	11 1/2	"	Bilge Planks	4	Ceiling in Flat	3 1/4
3rd Ditto	11	"	9 1/2	"	Bilge to Wales	4	Ditto Bilge to Clamp	3 1/4
Top Timbers	10 1/2	"	6 1/2	"	Wales	5 1/4	Hold Beam Clamps	5
Deck Beams N° 26 Average Space	9 1/2	"	9 1/2	7 1/4	Topsides	4 1/4	Deck Beam Ditto	4 1/2
Deck Beams, length amidships	29 ft 6	"	13 1/4	11 1/4	Sheer Strakes	4 1/4	Ceiling 'twixt Decks	2 3/4
Hold Beams N° 23 Average Space	13 1/4	"	15	"	Plank Sheers	4	Hold Beam Shelves	4 1/2
Hold Beams, length amidships	29 ft 6	"	16	"	Water-Ways { Upper Deck	8 1/2 x 5	Deck Beam Shelves	5
Keel	14 1/2	"			Lower Deck			
Scarp of Ditto	5 ft 11 1/2	"			Upper Deck	3 1/2		
Keelsons	15 1/2	"						
Scarp of Ditto	7 ft	"						

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.				Copper	Iron
Inches.	Inches.	Inches.	Inches.	Inches.	Inches.
Heel-Knee, and Deadwood abaft	15/16		Transoms and throats of Hooks	1 3/16	
Scarp of Keel N° 8	1/8		Arms of Hooks	1/8	
Keelson Bolts through Keel at each Floor	1 3/16		Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	7/8	
Bolts through Heels of Timbers against Deadwood	7/8		Butt End Bolts	3/4	
			Pintles of the Rudder	3/4	
			Waterway	1 1/8	
			Hold Beam Bolts in	1 3/16	
			Shelf or Clamp	1 1/8	
			Waterway	1 1/8	
			Deck Beam Bolts in	1 1/8	
			Shelf or Clamp	1 1/8	
			Nails or Bolts in Flat of Deck	6	
			Treenails	1 3/8	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/8 Inches. The Space between the Top-Timbers is 3 1/8 Inches.

The Floors consist of Port & Eng Oak The First Foothooks of Eng & Port Oak Timber.

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 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 fairly squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is fairly 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 1/4 of the entire moulding at that place.

The Frame is cross chocked with po Butt at each end of the chock. The Main Keel is Ames Oak & Eng Elm

The Main Keelson is green heart and free from all defects. The False Keelson is a

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

Hawse Timbers of Eng Oak Deadwood, of Eng Oak and are free from all defects.

The Deck and Hold Beams consist of Eng Oak & green heart 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 Ames Elm

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

From the Light Water Mark to the Wales Sassig Oak

The Wales and Black-strakes are Scake The Topsides Scake

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

The Decks Red Pine Lower Deck Sassig Oak

The Shifts of the Planking are not less than 5 Feet Inches. State of

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 3 between, and without step-butting.

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

The Ceiling, Lower Hold, and between Decks Sassig & Hutton Oak Shelf Pieces and Clamps Sassig Oak

Fastenings.—To Hold Beams Iron Lodging Knees Shelf & Clamps through Bolted

11 pair Knee riders and 10 pair of Hanging Knees

Deck Beams Iron Lodging Knees and Hanging Pine under each

Beam

Number of Breasthooks Seven & Hutton Pointers One pair Iron Crutches One Iron Keelson Knees

Butts End Bolts are of 4 Metax 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 & Port Oak How Made round

Thickstuff over Double Floors 4 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. R. Abbey & Co. Surveyor's Signature Thos. B. Foundation

SLD933-0017

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.
2	Fore Sails,	Chain	270 1 1/4	3	29.1.0
2	Fore Top Sails,	Hempen Stream Cable	75 9		28.0.4
2	Fore Topmast Stay Sails,	Hawser	70 1	1	26.2.4
1	Main Sails,	Towlines	75 6 1/2		6.0.0
2	Main Top Sails,	Warp	75 6	1	2.0.0
and <u>others as usual</u>		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 2 Winch Bigger good Pumps the trunk & Peel
patent the trunk & Peel scuffed midway between

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	<u>November 17th 1855</u>
	2nd.	When the Beams are put in, &c.	<u>December 20th</u>
	3rd.	{ When completed, and before the plank be painted or payed }	<u>April 2th 1856</u>

The exterior of this ship including the keels of the cant timbers and the flat of the upper deck, is fastened with yellow metal to the entire exclusion of iron.

H. R. Abbey & Co.

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

~~16~~ Sheathed, Doubled, Felled, or Coppered with 9 plates to keels When last done _____

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

The Amount of the Fee £ 5 : - : - is received by me, Vide Note annexed

Order No. 467 Special £ 35 : 15 : -

any Certificate £ : : -

Committee's Minute 8th August 1856

Character assigned 10 A. 1.



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