

No. 5944 Survey held at Sunderland Date Oct 16<sup>th</sup> 1856  
 on the Ship "Clarendon" Master W. H. Martin  
 Tonnage Old New 656 Built at Sunderland When built 1856 Launched September  
 By whom built J. Briggs Owners M. Lowe & Co  
 Port belonging to Sunderland Destined Voyage Calcutta  
 Surveyed while Building, Afloat, or in Dry Dock during Building Per Owners

Length aloft		Extreme Breadth Outside		Depth of Hold	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
149	4	29	6	21	4

  

Scantlings of Timber.			Thickness of Plank.			
TIMBER AND SPACE	Inches.	Inches.	Outside.	Inches.	Inside.	
Floors	30 1/4	Moulded 13	Keel to Bilge	4	Limber Strakes	6
1st Foothooks	11 1/2	" 11 1/2	Bilge Planks	4	Bilge Planks	4 1/2
2nd Ditto	10 1/2	" 10	Bilge to Wales	4	Ceiling in Flat	4
3rd Ditto	10	" 9	Wales	5 1/4	Ditto Bilge to Clamp	3 1/4
Top Timbers	9 1/4	" 6 1/4	Topsides	4	Hold Beam Clamps	12 by 12 1/2
Deck Beams N° 16	9 1/2	" 9 1/2	Sheer Strakes	4	Deck Beam Ditto	9 1/2 by 7 1/2
Deck Beams, length amidships	27 1/2	" 12 1/2	Plank Sheers	4	Ceiling 'twixt Decks	2 1/2
Hold Beams N° 44	12 1/2	" 10 1/2	Water-Ways	11 7/8	Hold Beam Shelves	12 by 12 1/2
Hold Beams, length amidships	27 1/2	" 15	Upper Deck	3 3/4	Deck Beam Ditto	"
Keel	14 1/2	" 25	Lower Deck			
Scarphs of Ditto	6 1/2					
Keelsons	16					
Scarphs of Ditto	4 1/2					

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	1 5/8		Transoms and throats of Hooks	1 3/4	
Scarphs of Keel N° 8	1 1/8		Arms of Hooks	1 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	1		Butt End Bolts	3/4	
			Pintles of the Rudder	3/4	
			Hold Beam Bolts in		Waterway .. 1 1/4
					Knees .. 1 3/8
					Shelf or Clamp 1 1/8
			Deck Beam Bolts in		Waterway .. 1 5/8
					Knees .. 1 1/2
					Shelf or Clamp 1 5/8
			Treenails		1 3/8

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 2 1/4 Inches.  
 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 app free from all defects.  
 The Floors consist of Eng Oak The First Foothooks of Eng 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 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 fully 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 1/2 of the entire moulding at that place.  
 The Frame is crop chocked with a Butt at each end of the chock. The Main Keel is Eng & Amel Elm  
 The Main Keelson is Green heart and app free from all defects. The False Keelson is Green heart  
 The Deck Beams consist of Teake Eng & Amel Elm The Hold Beams of Teake Eng & Amel Elm The Knees of Wood

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is Amel Elm  
 or to the First Foothook Heads }  
 From the above named Height to the Light Water Mark Amel Elm  
 From the Light Water Mark to the Wales Teake & Green heart  
 The Wales and Black-strakes are Teake The Topsides Teake  
 The Sheer-strakes and Plank-sheers Teake The Water-ways { Upper Deck Teake & Eng Oak  
 Lower Deck \_\_\_\_\_  
 The Decks Eng 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 3 between

**Planking Inside.**—The Limber-strakes are Green heart The Bilge Planks Green heart  
 The Ceiling, Lower Hold, Green heart & Teake Between Decks Teake  
 Shelf Planks Green heart & Eng Oak Clamps Green heart & Eng Oak

**Fastenings.**—To Hold Beams Teake Shelf and Clamps Bolted through alternately  
loading space in Mast rooms Hoisting knees under each Beam & up in Bilge sides  
 Deck Beams Teake Shelf & Water Way Bolted through alternately loading space in the  
Mast rooms and Hoisting knees under each Beam  
 Number of Breasthooks Seven & Hemson Pointers True Hooks Row Crutches True Sanson knees  
 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 Green heart bolted through and clenched. General Quality of Workmanship good

We certify that the preceding is a correct description of the above-named Vessel,  
 Builder's Signature Jas Briggs & Co Surveyor's Signature Robt B. Smith



SLD933-0057

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	Weight.
2	Fore Sails,	270	1 9/16	Bower,	3 26.0.0
2	Fore Top Sails,	75	8 1/2		26.0.0
2	Fore Topmast Stay Sails,	60	1	Stream,	1 5.2.6
1	Main Sails,	75	6 1/2		
2	Main Top Sails,	75	5	Kedge,	1 2.2.0
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 Which Rudder is good Pumps two Metal

**General Remarks—Statement and Date of Repairs.**

Londonderry Jan 29. 1857

G. P. Siffary Esq  
 Dear Sir

Your Supplement has  
been  
sent

No. 3. 1856, the upper of the  
 Legatus. No. 12. Curers should be Lonic & Co  
 Is Lonic & Co. in Reg Books not Lonic & Co  
 Supplement No. 11. 1856

Clarendon, Capt. Mr. H. Martin, & board from  
 Supp 44 5944 Londonderry to Calcutta

Negotiator. board from London to Australia  
 61 20739

what please have the kindness to rectify  
 & add Master's name & detachments of 2 other Vessels

I remain Dear Sir  
 Yours truly  
 Martin Lonic

2 White Lion Court  
 Cornhill London

SLD938-0052

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Special .....£ 02: 10: "

Certificate (if required) .....£ " : " : "

Committee's Minute 21<sup>st</sup> October 1856

Character assigned 1 Jan 13 Years

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hts.	No.	Weight.
	3	28.0.0
		24.0.0
		26.0.0
1		5.2.6
1		2.2.0

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

*Geo Briggs & Co*

Sheathed,  Doubled,  Felted, or  Coppered with yellow metal to water 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,

Special .....£ 32 : 16 : "

Certificate (if required) .....£ " : " :

Committee's Minute 21<sup>st</sup> October 1856

Character assigned A 1 for 13 Years

*Geo Briggs & Co*

*Geo Briggs & Co*

*Geo Briggs & Co*

