

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. Lorne & Co  
Port belonging to Sunderland Destined Voyage Calcutta  
Surveyed while Building, Afloat, or in Dry Dock during Building Per Owners

Length aloft	Feet. <u>149</u>	Inches. <u>4</u>	Extreme Breadth Outside	Feet. <u>29</u>	Inches. <u>6</u>	Depth of Hold	Feet. <u>21</u>	Inches. <u>4</u>
<b>Scantlings of Timber.</b>								
TIMBER AND SPACE	Inches.	Inches. Middle	Inches. Ends	<b>Thickness of Plank.</b>				
Floors	<u>30 1/4</u>	<u>12 3/4</u>	<u>13</u>	<b>Outside.</b>		<b>Inside.</b>		
1 <sup>st</sup> Foothooks	<u>11 1/2</u>	<u>11 1/2</u>	<u>11 1/2</u>	Keel to Bilge	<u>4</u>	Limber Strakes	<u>6</u>	
2 <sup>nd</sup> Ditto	<u>10 1/2</u>	<u>10</u>	<u>10</u>	Bilge Planks	<u>4</u>	Bilge Planks	<u>4 1/2</u>	
3 <sup>rd</sup> Ditto	<u>10</u>	<u>9</u>	<u>9</u>	Bilge to Wales	<u>4</u>	Ceiling in Flat	<u>4</u>	
Top Timbers	<u>9 1/4</u>	<u>9 1/2</u>	<u>6 1/4</u>	Wales	<u>5 1/4</u>	Ditto Bilge to Clamp	<u>3 1/4</u>	
Deck Beams N <sup>o</sup> <u>16</u> Average Space <u>4 1/4</u>	<u>9 1/2</u>	<u>9 1/2</u>	<u>7 1/2</u>	Topsides	<u>4</u>	Hold Beam Clamps	<u>12 by 12 1/2</u>	
Deck Beams, length amidships	<u>27 ft 6 in</u>	<u>12 1/2</u>	<u>10 1/2</u>	Sheer Strakes	<u>4</u>	Deck Beam Ditto	<u>9 1/2 by 7 1/2</u>	
Hold Beams N <sup>o</sup> <u>44</u> Average Space <u>4 1/4</u>	<u>12 1/2</u>	<u>12 1/2</u>	<u>10 1/2</u>	Plank Sheers	<u>4</u>	Ceiling 'twixt Decks	<u>2 1/2</u>	
Hold Beams, length amidships	<u>27 ft 9 in</u>	<u>15</u>	<u>15</u>	Water-Ways { Upper Deck	<u>11 1/2</u>	Hold Beam Shelves	<u>12 by 12 1/2</u>	
Keel	<u>14 1/2</u>	<u>15</u>	<u>15</u>	Lower Deck	<u>3 3/4</u>	Deck Beam Ditto	<u>"</u>	
Scarphs of Ditto	<u>6 ft</u>	<u>25</u>	<u>25</u>	Upper Deck	<u>3 3/4</u>			
Keelsons	<u>16</u>	<u>25</u>	<u>25</u>					
Scarphs of Ditto	<u>4 ft</u>							

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

Heel-Knee, and Deadwood abaft	Copper <u>1 5/8</u>	Iron <u>1 5/8</u>	Transoms and throats of Hooks	Copper <u>1 3/4</u>	Iron <u>1 3/4</u>	Hold Beam Bolts in	Waterway	Copper <u>1 1/2</u>	Iron <u>1 1/2</u>
Scarphs of Keel.....N <sup>o</sup> . <u>8</u>	<u>1 1/8</u>	<u>1 1/8</u>	Arms of Hooks	<u>1 3/4</u>	<u>1 1/8</u>	Knees	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
Keelson Bolts through Keel at each Floor	<u>1 3/16</u>	<u>1 3/16</u>	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	<u>7/8</u>	<u>7/8</u>	Shelf or Clamp	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
Bolts through Heels of Timbers against Deadwood	<u>1</u>	<u>1</u>	Butt End Bolts	<u>3/4</u>	<u>3/4</u>	Deck Beam Bolts in	Waterway	<u>1 1/2</u>	<u>1 1/2</u>
			Pintles of the Rudder	<u>3 1/4</u>	<u>3 1/4</u>	Knees	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
						Shelf or Clamp	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
						Treenails	<u>1 3/8</u>	<u>1 3/8</u>	<u>1 3/8</u>

**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 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 free from all defects. The False Keelson is Green heart

The Deck Beams consist of Teake Eng & Amel Oak The Hold Beams of Teake Eng & Amel Oak The Knees of Eng

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is Amel Elm

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

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

The Decks Eng Pine Lower Deck "

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

or partial, and if partial, in what part of the Ship. N. B. If less than prescribed by the Rule, state whether general

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 Thick Shelf and Clamp Bolted through alternately

Loosely in Mast rooms Hoisting knees under each Beam & up in Bilge sides

Deck Beams Thick Shelf & Water Way Bolted through alternately Loosely in the

Mast rooms and Hoisting knees under each Beam

Number of Breasthooks Seven & Hemson Pointers True Hooks Iron Crutches True Hemson 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



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,	Chain .....	270 19/16	3	26.0.0
2	Fore Top Sails,	Hempen Stream Cable .....	75 8 1/2		24.0.0
2	Fore Topmast Stay Sails,	Hawser .....	60 1	1	5.2.6
1	Main Sails,	Towlines .....	75 6 1/2		
2	Main Top Sails,	Warp .....	75 5	1	2.2.0
and others as usual		All of <u>good</u> quality.			

Her Standing and Running Rigging 14 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 good Pumps two Metal

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

Gunduland Jan/29. 1857

G. B. Sympson Esq  
Dear Sir

Yours Supplement has  
been

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

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

Negotiator. board from London to Australia  
61 20739

which please have the kindness to rectify  
& add Master's name. & distinctions of 2 latter Vapels

Yours  
I remain Dear Sir

Yours truly  
Martin Lonic

2 White Lion Court  
Cornhill London

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I am o

The An

Special .....£ 32: 10: "

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

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

Character assigned 1 for 13 years



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hts.	N <sup>o</sup> .	Weight.
	3	26.0.0
	3	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

Jas Briggs & Co

~~It~~ Sheathed, ~~Doubled~~, ~~Felted~~, or ~~Coppered~~ with Yellow Metal to Gales 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



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