

No. 6322 Survey held at Sunderland Date 11 Feb Rec. 12/2/18 1859  
on the Ship "Lacknow" Master Aslett  
Tonnage Old New 641 Built at Sunderland When built 1858 Launched Jan 14, 1859  
By whom built Mr. Geo Booth Owners P. Pellicier  
Port belonging to Jersey Destined Voyage India  
Surveyed while Building, Afloat, or in Dry Dock while Building

Length aloft	140	Feet.	31	Inches.	4	Depth of Hold	20	Feet.	Inches.
Extreme Breadth Outside									
Thickness of Plank									
Outside.					Inside.				
IN SHIP. Moulded.					INCHES. Required per Rule.				
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**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 16 1/4 Inches. The Space between the Top-Timbers is 36 1/2 Inches.

The Floors consist of Stettin and Eng. Oak The First Foothooks of Eng. Oak

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 of breadth N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are sufficient

The Frame is fairly squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is fairly squared

The alternate Frames are neatly 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 3/16 of the entire moulding at that place.

The Frame is cross chocked with no Butt at each end of the chock. The Main piece of Rudder is Eng. Oak

The Main Keelson is Green heart & Horra and app free from all defects. The Main piece of Windlass is Eng. Oak

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

Hawse Timbers of Eng. Oak Deadwood, of Eng. Oak from 2 feet up and are app free from all defects.

The Deck and Hold Beams consist of Teak & Eng. Oak The Breasthooks of Iron & Eng. Oak The Knees of Iron

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

From the above named Height to the Light Water Mark Dan. & Stet. Oak

From the Light Water Mark to the Wales Dan. & Stet. Oak

The Wales and Black-strakes are Teak and Eng. Oak

The Sheer-strakes and Plank-sheers Teak

The Decks Yellow Pine

The Shifts of the Planking are not less than 5 to 6 Feet None 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, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Dan. & Stet. Oak

The Ceiling, Lower Hold, and between Decks German Oak & Dutch Pine Shelf Pieces and Clamps Stet. Oak

**Fastenings.**—To Hold Beams Iron staple knees, Ten pair of staple standards, and

Twelve pair of knee riders,

Deck Beams Iron staple knees and an iron hanging knee to each beam end

Number of Breasthooks Seven Pointers One pair Crutches One

Butts End Bolts are of 1/4 Metal 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 Curved

Thickstuff over Double Floors 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 George Booth Surveyor's Signature Thomas Laurence

May 1st 1859



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 <u>Certificated</u> <u>produced</u>	270 1 5/8	3	3-1-22
2	Fore Top Sails,	Hempen Stream Cable .....	75 0 3/4		20-1-0
2	Fore Topmast Stay Sails,	Hawser .....	60 1	1	6-1-17
2	Main Sails,	Towlines .....	00 6		
2	Main Top Sails,	Warp .....	00 5 1/2	1	2-1-24
and <u>others as usual</u>		All of <u>good</u> quality.	00 4 1/2		

Her Standing and Running Rigging are sufficient in size and good in quality.

She has 1 Long Boat and three others

The present state of the Windlass is secure Capstan Brick Rudder and Pumps efficient

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 10<sup>th</sup> Decr 1854  
2nd. When the Beams are put in, &c. 6<sup>th</sup> Nov<sup>r</sup> "  
3rd. { When completed, and before the plank be painted or payed } 7<sup>th</sup> Jan<sup>r</sup> 1850

The Rules, Sec<sup>t</sup> 46, allowing Ships to be classed  
One Year additional, for having Yellow Metal Bolts  
in lieu of Iron, are fully complied with in this  
Ship -

George Booth

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on feet to Bolts When last done

I am of opinion this Vessel should be Classed 10, A1

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

Order No 705 Special .....£ 32 : 1 : "

Certificate ....£ " : " : "

Committee's Minute 12<sup>th</sup> February 1858

Character assigned A for 10 Years



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Foundation