

Rv 27/7/60

No. 695 Survey held at Sunderland Date July 26<sup>th</sup> 1860  
 on the Ship "Lord Macaulay" Master  
 Old Tonnage Built at Sunderland When built 1860 Launched 4 July 1860  
 New 246 By whom built Messrs Hall & Son Owners G. L. Musso & Co  
 Port belonging to London Destined Voyage Calcutta  
 If Surveyed while Building, Afloat, or in Dry Dock whilst building 6954

Length aloft	Feet.		Inches.		Extreme Breadth Outside		Feet.		Inches.		Depth of Hold		Feet.		Inches.		
	Sided,	In Ship.	Moulded.	Required per Rule.	Sided.	Middle.	Ends.	Middle.	Ends.	Moulded.	Thickness of Plank.	Inches.	In Ship.	Required per Rule.	Inches.	In Ship.	Required per Rule.
<b>Scantlings of Timber.</b>																	
TIMBER AND SPACE	32	"	32	32	32	32	32	32	32	32	Outside.	21	0	21	0	21	0
Floors	14½	14½	14½	14½	14½	14½	14½	14½	14½	14½	Garboard Strakes ..	4½	4½	4½	4½	4½	4½
1 <sup>st</sup> Foothooks	12½	12½	12½	12½	12½	12½	12½	12½	12½	12½	Garboard to Bilge ..	4½	4½	4½	4½	4½	4½
2 <sup>nd</sup> Ditto	11½	11½	11½	11½	11½	11½	11½	11½	11½	11½	Bilge Planks ..	5	4½	5	5	5	5
3 <sup>rd</sup> Ditto	10½	10½	10½	10½	10½	10½	10½	10½	10½	10½	Bilge to Wales ..	4½	4½	4½	4½	4½	4½
Top Timbers	10½	10½	10½	10½	10½	10½	10½	10½	10½	10½	Wales .....	6	5½	6	5½	6	5½
Deck Beams	10	10	9½	9½	9½	9½	9½	9½	9½	9½	Topsides .....	4½	4½	4½	4½	4½	4½
Deck Beams, length amidships	31	feet									Sheer Strakes .....	4½	4½	4½	4½	4½	4½
Hold Beams	13½	13½	11½	11½	13½	13½	13½	13½	13½	13½	Plank Sheers .....	4	4	4	4	4	4
Hold Beams, length amidships	32	feet									Water-ways Upper Deck	12	12	12	12	12	12
Keel	15½	15½	15½	15½	15½	15½	15½	15½	15½	15½	Ways Lower Deck	12½	12½	12½	12½	12½	12½
Scarps of Ditto	6½	6½	6½	6½	6½	6½	6½	6½	6½	6½	Ditto, faying surface against Timbers ..	8	7½	8	7½	8	7½
Keelsons	16½	16½	16½	16½	16½	16½	16½	16½	16½	16½	Upper Deck .....	4	3½	4	3½	4	3½
Scarps of Ditto	16½	16½	16½	16½	16½	16½	16½	16½	16½	16½	Yellow Metal						

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

Copper or Iron.	Inches in Ship.	Required per Rule.	Yellow Metal	or Iron.	Inches in Ship.	Required per Rule.	Yellow Metal	or Iron.	Inches in Ship.	Required per Rule.	Yellow Metal
He Knee, and Deadwood abaft Scarps of Keel.....N°.	19½	19½	Transoms and throats of Hooks ..	1½	1½	1½	1½	1½	1½	1½	Waterway ..
Keelson Bolts through Keel at each Floor .....	1½	1½	Arms of Hooks .....	1½	1½	1½	1½	1½	1½	1½	Knees .....
Bolts through Heels of Timbers against Deadwood .....	1½	1½	Bolts thro' Bilge & Limber Strakes, or Thickstaff over Double Floors,	1½	1½	1½	1½	1½	1½	1½	Shelf or Clamp .....
			Butt End Bolts .....	1½	1½	1½	1½	1½	1½	1½	Waterway ..
			Pintles of the Rudder .....	3½	3½	3½	3½	3½	3½	3½	Knees .....
											Shelf or Clamp .....
											Nails or Bolts in Flat of Deck .....
											Treenails .....
											Inches .....

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 26 inches. The Space between the Top-Timbers is 5½ inches.

The Floors consist of English Oak The First Foothooks of English Oak

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 1½. 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 well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is 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 1½ of the entire moulding at that place.

The Frame is cross chocked with a Butt at each end of the chock.

The Main piece of Rudder is Teak

The Main Keelson is Greenheart and free from all defects. The Main piece of Windlass is African Oak

The Stem, and Stern Post, consist of English Oak Am. Elm to the top. The Transoms, Aprons, Knight Heads, and Hawse Timbers of Doug. African Oak Deadwood, of new Spruce & Elm and are free from all defects.

The Deck and Hold Beams consist of Teak 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 Dantzic & African Oak

From the above named Height to the Light Water Mark Dantzic & African Oak

From the Light Water Mark to the Wales Teak

The Wales and Black-strokes are Teak

The Topsides Teak

The Sheer-strokes and Plank-shears Teak

The Water-ways { Upper Deck Teak

The Decks Yellow Pine

Lower Deck Teak

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, and without step-butting

**Planking Inside.**—The Limber-strokes and Bilge-strokes are Greenheart & Teak

The Ceiling, Lower Hold, and between Decks Teak & Greenheart Shelf Pieces and Clamps Teak

**Fastenings.**—To Hold Beams Thick Shelves and Waterways, Kneec and

Knee Riders to alternate Beams and lodging knees in mast room

Deck Beams Thick Shelves and Waterways, and a hanging knee to each Beam arm and lodging knees in mast room

Number of Breasthooks 9 of Iron Pointers of Iron Crutches 4 of Iron

Butts End Bolts are of Yellow Pine in the Bottom, and 2 Bolts in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of

Thickstaff 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 G. M. W. Hall

Surveyor's Signature B. Darling

SLD 034-0196

H. Lloyd's Register Foundation

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

A full suit  
of Sails  
and

She has SAILS.

Fore Sails,  
Fore Top Sails,  
Fore Topmast Stay Sails,  
Main Sails,  
Main Top Sails,

CABLES, &c.

	Fathoms.	Inches.
Tested at pub <sup>c</sup> test	300	1 1/4
Chain	75	9 1/2
Hempen Stream Cable	65	1 1/2
Hawser	75	0 1/2
Towlines	75	0 1/2
Warp	75	0

All of good quality.

ANCHORS, and their weights.

N. <sup>o</sup> .	Weight.
3	40.0
3	38.6
3	36.1
1	6.1
	13.0

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

She has one Long Boat ~~and~~ and three Shets

The present state of the Windlass is new Capstan new Rudder new Pumps new

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 January 1858  
2nd. When the Beams are put in, &c. November  
3rd. { When completed, and before the plank be painted or payed } March 1859

This vessel is fasten'd with Yellow Metal inclusive of the heels of the Cast Timbers and flat of the Upper Deck to the entire exclusion of iron

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

If Sheathed, Doubled, Felted, or Coppered Cloth on felt to the walls When last done July 160

I am of opinion this Vessel should be Classed 13 A.1

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

Order No. 690 Special .....£ 42: 6: "

Certificate ....£ " : " : "

J. H. J. H.

© 2021



Lloyd's Register  
Foundation

Committee's Minute 27 July 1860

Character assigned 1 for 13 Years