

No. 7680 Survey held at Sunderland Date January 23^d 1863
on the Ship "England" Master W. Robson
Tonnage Old Built at Sunderland When built 1862 Launched 1862
By whom built John Robinson Owners W. N. De Mattos
Port belonging to London Destined Voyage Bombay
Surveyed while Building, Afloat, or in Dry Dock during Building

Length aloft	Feet.			Inches.			Extreme Breadth Outside	Feet.			Inches.	Depth of Hold			Feet.	Inches.
	Sided.	Moulded.	Ends.	Sided.	Moulded.	Ends.		Sided.	Moulded.	Ends.		Sided.	Moulded.	Ends.		
168	6	6	6	34	4	4	34	4	4	4	4	21	6	6	21	6
Thickness of Plank.																
Scantlings of Timber.								Outside.				Inside.				
TIMBER AND SPACE	31 1/2	14	12 1/2	32 1/4	14	12 1/4		Garboard Strakes	4 1/4	4 1/4		Limber Strakes	5 1/2	5		
Floors	14	14	12 1/2	14	14	12 1/4		Garboard to Bilge	4 1/4	4 1/4		Bilge Planks	5	5		
1 st Foothooks	12 1/2	12 1/2	12 1/4	12 1/4	12 1/4	12 1/4		Bilge Planks	4 1/4	4 1/4		Ceiling in Flat	3 1/2	3 1/2		
2 nd Ditto	11 1/2	11 1/2	11 1/4	11 1/4	11 1/4	11 1/4		Bilge to Wales	4 1/4	4 1/4		Ditto Bilge to Clamp	3 1/2	3 1/2		
3 rd Ditto	10 1/2	9	10 1/4	10 1/4	10 1/4	10 1/4		Wales	5 1/2	5 1/2		Hold Beam Clamps	5	5		
Top Timbers	10	7	9 3/4	9 3/4	9 3/4	9 3/4		Topsides	4 1/4	4 1/4		Deck Beam Ditto	4 1/2	4 1/4		
Deck Beams	10	8 1/4	9 1/4	9 1/4	9 1/4	9 1/4		Sheer Strakes	4 1/4	4 1/4		Ceiling twist Decks	2 3/4	2 3/4		
Deck Beams, length amidships	32 ft							Plank Sheers	4 1/4	4 1/4		Hold Beam Shelves	11	4 1/2		
Hold Beams	13 1/2	13 1/2	11 1/2	13 1/2	13 1/2	11 1/2		Water - Upper Deck	13	9		Deck Beam Ditto	4 1/2	4 1/2		
Hold Beams, length amidships	32 ft							Wales	5 1/2	5 1/2						
Keel	15	16	15	15	15	15		Wales	5 1/2	5 1/2						
Scarp of Ditto	6 ft 3							Ditto, faying surface against Timbers	8 3/4							
Keelsons	16	17	16	16	16	16		Upper Deck	3 1/2	3 1/2						
Scarp of Ditto	7 ft 4															

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

	Copper			Inches required per Rule	Iron			Inches required per Rule
	in Ship.	in Ship.	in Ship.		in Ship.	in Ship.	in Ship.	
Heel-Knee, & Deadw'd abaft	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16
Scarp of Keel, N ^o . 8	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16
Keelson Bolts through Keel at each Floor	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16
Bolts thro' Heels of Timbers against Deadwood	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16
Transoms and throats of Hooks	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16
Arms of Hooks	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16
Thro' Bilge & Limber Strakes	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16
Thickstuff over Double Floors	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16
Butt End Bolts	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16
Pintles of the Rudder	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Hold Beam	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16
Bolts in	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16
Deck Beam	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16
Bolts in	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16
Nails or Bolts in Flat of Deck	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16
Treenails	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 5 1/2 Inches.

The Floors consist of Stettin Oak The First Foothooks of Stettin 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 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 well squared

The 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 13 1/4 of the entire moulding at that place.

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

The Keel is Eng Oak The Main Keelson is Greenheart and free from all defects.

The Stem, and Stern Post of Eng Oak & Teak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Eng Oak Deadwood, of Eng Oak and are free from all defects.

The Deck and Hold Beams of Eng Oak 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 Amur Elm

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

From the Light Water Mark to the Wales P. Pine & Stettin Oak

The Wales and Black-strakes are P. Pine & Greenheart The Topsides & Sheer-strakes Greenheart & Eng Oak

The Spirketting and Plank-sheers Stettin Oak The Water-ways { Upper Deck P. Pine & Stettin Oak Lower Deck

The Decks P. Pine State of

Shifts of the Planking are not less than 5 to 6 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 free between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are Oak & P. Pine

The Ceiling, Lower Hold, and between Decks P. Pine & Oak Shelf Pieces and Clamps P. Pine

Fastenings.—To Hold Beams Iron Lodging Knee Clamps & Shelves through Bolted Twenty two pair of Knee riders and one pair in Midships unattached to the Beams

Deck Beams Iron Lodging Knee Clamps & Waterways through Bolted and the Hanging Knee under each beam

Number of Breasthooks Seven & Stinson Pointers Three Hooks Iron Crutches Two pair Stinson Knees

Butt End Bolts are of Iron in the Bottom: Two Bolts in each Butt End one of which is through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng Oak How Made Round

Thickstuff over Double Floors are 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 John Robinson Surveyor's Signature Edw. B. Smith

SL935-0196

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

She has SAILS.

N^o.

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

and

Public test
CABLES, &c.
certificates produced
proved to 57 1/2 Tons
Chain
Hempen Stream Cable
Hawser
Towlines
Warp
All of good quality.

Fathoms. Inches.
300 1 1/4
90 10
60 1 1/4
90 8
90 5

ANCHORS, and their weights.

N^o. Weight.
Bower, *best prod.* 3 35.2.0
Stream, 1 10.2.0
Kedge, 2 6.0.2
33.0.0

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

She has One Long Boat and Three others one of which is a life boat

The present state of the Windlass is good Capstan & Winch Rudder good Pumps two Metal

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 Specialty Surveys from
2nd. When the Beams are put in, &c. March 4th 1862 to
3rd. { When completed, and before the } present date
 { plank be painted or payed }

The exterior of this ship including the keels of the bant timbers
is fastened with yellow metal to the entire exclusion
of iron

John Robinson

A bilge keelson on each side has been worked of Green Heart 12x10
reaching 90 feet along the midship body and bolted through
every timber, The beams are all well & securely secured from
upper deck to keelson fore and aft

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

~~is~~ Sheathed, ~~Doubled~~, ~~Felted~~, or ~~Coppered~~ with yellow metal on felt to top of keels When last done

I am of opinion this Vessel should be Classed 10. A. 1.

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

Order No. 1214 Special£ 42 : 15 : "
Certificate£ " : " : "

Committee's Minute 27th January 1863

Character assigned 1 for 10 Years



© 2021

Lloyd's Register
Foundation