

No. 2556 Survey held at Abadon Date, first Survey 1842 Last Survey 19 February 1873  
on the Wood screw Steamer Potani Master Brands

Tonnage under Tonnage Deck 143.55  
Ditto of Spar Deck, or Awaiting Deck 15.23  
Ditto of Deck, or Raised Gr. Dk. 15.23  
Ditto of House on Deck  
Ditto of Forecasts  
Gross Tonnage 159.58  
Crew Space, as per Rule 15.56  
Register Tonnage, cut on Beam 159.58  
Engine Room  
Register Tonnage, as a Steamer, cut on the Beam 159.58

Built at Abadon When built 1843 Launched Jan 27 1845  
By whom built Humphreys Owners Humphreys & Co  
Port belonging to Abadon Destined Voyage Coastwise  
If Surveyed while Building, Afloat, or in Dry Dock Under special Survey

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	118.8	118		20.2			10.25		One
<b>Scantlings of Timber.</b>									
TIMBER AND SPACE	36								
Floors	9 1/2	4	19	5 1/2	6 1/2				
1st Foothooks	9 1/2	5 1/2	5 1/2	5 1/2	5 1/2				
2nd Ditto	9 1/2	5 1/2	5 1/2	5 1/2	5 1/2				
3rd Ditto	9 1/2	5 1/2	5 1/2	5 1/2	5 1/2				
Top Timbers	9 1/2	5 1/2	5 1/2	5 1/2	5 1/2				
Deck Beams	8 1/2	5 1/2	5 1/2	5 1/2	5 1/2				
Deck Beams, length amidships	19.6								
Hold Beams	10 1/2	11 1/2	9 1/2	9 1/2	9 1/2				
Keel	10 1/2	11 1/2	9 1/2	9 1/2	9 1/2				
Scarp of Ditto	4 1/2								
Keelsons	11 1/2	12 1/2	10 1/2	10 1/2	10 1/2				
Scarp of Ditto	5 1/2								
<b>Outside Plank.</b>									
Garboard Strakes	3 1/2	2 1/4							
Garboard to Bilge	3 1/2	2 1/4							
Bilge Planks	4 1/2	2 1/4							
Bilge to Wales	3 1/2	2 1/4							
Wales	4 1/2	3 1/2							
Topsides	3 1/2	2 1/2							
Sheer Strakes	3 1/4	2 1/2							
Plank Sheers	3 1/4	2 1/4							
Water Upper Deck	5 1/2	4 1/2							
Ways Lower Deck	5 1/2	4 1/2							
Ditto, faying surface against Timbers	5 1/2	4 1/2							
Upper Deck	3 1/2	2 1/2							

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.									
Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Copper or Y.M. in Ship.
Heel-Knee, & Deadw'd abaft	1	1 1/2	Transoms and throats of Hooks	1 1/2	1 1/2	Hold Beam			
Scarp of Keel, N° 60	1 1/4	1 1/2	Arms of Hooks	1 1/2	1 1/2	Bolts in			
Keelson Bolts through Keel at each Floor	1	1 1/2	Thro' Bilge and Limber Strakes	1 1/2	1 1/2	Deck Beam			
Bolts thro' Heels of Timbers against Deadwood	1 1/2	1 1/2	Thickstuff over Double Floors	1 1/2	1 1/2	Bolts in			
Frame Bolts	1 1/2	1 1/2	Butt End Bolts	1 1/2	1 1/2	Nails or Bolts in Flat of Deck			
	1 1/2	1 1/2	Short Bolts in Ceiling	1 1/2	1 1/2	Treenails			
	1 1/2	1 1/2	Pintles of the Rudder	1 1/2	1 1/2				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 4 1/2 Inches. The Space between the Top-Timbers is 18 Inches. The Floors consist of Bal' Oak The First Foothooks of Bal' Oak The Second Foothooks of Bal' Oak The Third Foothooks and Top Timbers of Larch The Main Keelson is Memel Red Pine and free from all defects. The Transoms, Knightheads, Hawse Timbers, & Aprons of Larch ditto. Deadwood, of Memel Red Pine and ditto. The Stem, and Stern Post of Bal' Oak ditto. The Deck and Hold Beams of Larch The Breasthooks of Iron The Knees of Iron The Keel of Memel Red Pine The Main piece of Rudder of Bal' Oak of Windlass of Bal' Oak The Shifts of the First and Second Foothooks are not less than 5.6 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 First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is good 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 4 1/2 of the entire moulding at that place. The Frame is cross chocked with a Butt at each end of the chock.

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is Memel Red Pine or to the First Foothook Heads } From the above named Height to the Light Water Mark Larch From the Light Water Mark to the Wales Memel Red Pine The Wales and Black-strakes Memel Red Pine The Topsides & Sheer-strakes Memel Red Pine The Spiketting and Plank-sheers Memel Red Pine The Water-ways { Upper Deck Memel Red Pine Lower Deck Memel Red Pine The Decks Memel Red Pine State of good 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 free between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are American Red Pine The Ceiling, Lower Hold, and between Decks Memel Red Pine Shelf Pieces and Clamps Memel Red Pine

**Fastenings.**—To Hold Beams

Deck Beams Eight pairs of Iron Bolting Nuts. Ten Pairs of Iron Hanging Nuts and ten pairs of Iron Hanging Nuts Nuts

Number of Breasthooks Three Pointers One Crutches One Butt End Bolts are of Iron in the Bottom Two Bolts in each Butt End One through and clenched. Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Bal' Oak How Made Iron Thickstuff over Double Floors Iron 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 James Preston Surveyor's Signature J. M. Little

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

Tested at North Shore, Shoreham 25<sup>th</sup> Oct 1872.

Entered by Hartness at North Shore Shoreham 30 Oct 1872

N <sup>o</sup> .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	Wt. req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain .....	90	1 1/2	9 1/2	13 1/2	11 1/2	Bowers ....	2	5.3.27	23.0.0	5.0.0	7 1/2
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	50	1 1/2	12			(State Machine where Tested, and name of Superintendent).		7.7.14	1 a u		
	Fore Topmast Stay Sails,	Hempen Stream Cable .....	65	1 1/2		6		Stream ....	7	2.0.27		7 3 0	
	Main Sails,	Hawser .....	35	1 1/2		4		Kedges ....	7	2.0.24		7 0 0	
	Main Top Sails,	Towlines .....	40	3 1/4									
		Warp .....	80	3 1/2									
		All of <u>good</u> quality											

Her Standing and Running Rigging good sufficient in size and good in quality. She has one Long Boat and one 18 ft Long

The present state of the Windlass is good Capstan good and Rudder good Pumps 1 1/2 Efficient

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

One Discharge port and few scuppers on each side

Cargo Hatchways.—How formed? Good cranes, better to beam. State size one Hatch 5.0 x 4.0

If of extraordinary size, state how framed and secured? Medium size Quartz Hatch 8.0 x 5.0

What arrangement for shifting beams? Two shifting beams on Beam Hatch

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 18.0 x 10.0

Order for Special Survey, No. 440 Date 2 March 1872

DATES of Surveys held while building, as per Section 35.

- 1st. When the Frame is completed Built under Special
- 2nd. When the Beams are put in, &c. Survey from 2 May 1872
- 3rd. When completed, and before the plank be painted or payed until 19 Feb 1873.

Order for Ordinary Survey, No. 1 Date 1

### General Remarks.

Has 10 Pairs of Diagonal plates 3 1/2 x 7 1/2 closely inserted outside the frame, and a Hider Keel on 11 x 4 bolted as per Section 39, as compensation for the proportions of this vessel; and a rubbing fender of American Rock Elm 5 x 7 1/2 for a length of 80 feet amidships through bolted in every timber. The frame and space is 30 in. and between the frames, a single plank is fitted in one length across the keel to lower turn of Bidge. The Vertical boards, 1 thick of each between the frames, are nailed and screwed to the outside planking. And is built of good and sound material of the 4 years grade as per Table 8, and is fastened externally with Greenails iron bolts and dumps, and internally with dumps and spike nails, and in accordance with accompanying approved Builders Section as per Secretarys letter dated 10 February 1872, the recommendations then made have been carried out.

The Testing Certificate of Chain Cables state that a portion of the close link cables have been tested to 13 1/2 tons, 10 tons respectively being the Admiralty proof strain for 7/8 and 1 inch link chain cable.

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Yes When last done Yes

I am of opinion this Vessel should be Classed Y A 1

The Amount of the Entry Fee.....£ 2 : 0 : 0 : is received by me,

Travelling Expenses, Special.....£ 7 : 19 : 0 : has paid 19 Feb 1873

(if any) £ none Certificate..... Coates :

Committee's Minute 25<sup>th</sup> Feb 1873

Character assigned A for 7 years

Exp. B 2, 1876 II DW