

Rev 8/12/60 2587

No. 2587 Survey held at Bristol Date 4th December 1862
 on the Barque "Indian Chief" Master not known
 Old Tonnage 240 Built at Bristol When built 1862 Launched 5 April 1862
 By whom built Peter Symons Owners Peter Symons & others
 Port belonging to Bristol Destined Voyage not known
 If Surveyed while Building, Afloat, or in Dry Dock while building

Length aloft	Feet. 120	Inches.	Extreme Breadth Outside	Feet. 24	Inches.	Depth of Hold	Feet. 12	Inches. 8
TIMBER AND SPACE	21 ¹ / ₂	1	REQUIRED PER RULE.					
Scantlings of Timber.			Thickness of Plank.					
Floors	10 ¹ / ₂	11	Middle. 2 ¹ / ₂	Ends. 2 ¹ / ₂	Garboard Strakes ..	In Ship. 3	2 ³ / ₄	INCHES. Required per Rule.
1 st Foothooks	9	8 ¹ / ₂	Middle. 8 ³ / ₄	Ends. 7 ³ / ₄	Garboard to Bilge ..	In Ship. 3	2 ³ / ₄	Limiter Strakes 3 ¹ / ₂ 3 ¹ / ₄
2 nd Ditto	8 ¹ / ₂	8	Middle. 7 ¹ / ₂	Ends. 7 ¹ / ₂	Bilge Planks	In Ship. 4 ¹ / ₂	2 ³ / ₄	Bilge Planks 3 ¹ / ₂ Stalls 4 3 ¹ / ₄
3 rd Ditto	7 ¹ / ₂	7	Middle. 6 ¹ / ₂	Ends. 5	Bilge to Wales	In Ship. 3 ¹ / ₂	2 ³ / ₄	Ceiling in Flat 2 ¹ / ₂ 2 ¹ / ₄
Top Timbers	7 ¹ / ₂	7	Middle. 6 ¹ / ₂	Ends. 5	Wales	In Ship. 4	4 ¹ / ₄	Ditto Bilge to Clamp 4 ¹ / ₂ 2 ¹ / ₄
Deck Beams, length amidships	22 feet				Topsides	In Ship. 3 ¹ / ₂	3 ¹ / ₂	Hold Beam Clamps ..
Hold Beams, length amidships	22 feet		10 ¹ / ₂	10 ¹ / ₂ 9	Sheer Strakes	In Ship. 3 ¹ / ₄	3 ¹ / ₂	Deck Beam Ditto .. 3 2 ¹ / ₂
Keel	10 ³ / ₄	13 ¹ / ₂	10 ³ / ₄	10 ³ / ₄	Plank Sheers	In Ship. 3	2 ³ / ₄	Ceiling 'twixt Decks 2 ¹ / ₂ 2 ¹ / ₄
Scarps of Ditto	6 ¹ / ₂	6 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	Water-ways Upper Deck	In Ship. 7 ¹ / ₂ x 10 ¹ / ₂	8 ¹ / ₂ 6 ¹ / ₂	Hold Beam Shelves ..
Keelsons	12 ¹ / ₂	15 ¹ / ₂	11 ³ / ₄	11 ³ / ₄	Ways Lower Deck	In Ship. ~		Deck Beam Ditto .. 12 ¹ / ₂ x 5 ¹ / ₂ 8 ¹ / ₂ 6 ¹ / ₂
Scarps of Ditto	6 feet		5 feet		Ditto, faying surface against Timbers ..	In Ship. 4 ¹ / ₂	5 ¹ / ₂	
					Upper Deck	In Ship. 3 ¹ / ₄	2 ¹ / ₂	

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

Copper or Iron. Inches in Ship.	Inches required per Rule	Copper or Iron. Inches in Ship.	Inches required per Rule	Copper or Iron. Inches in Ship.	Inches required per Rule	Copper or Iron. Inches in Ship.	Inches required per Rule
Heel-Knee, and Deadwood abaft	1 ¹ / _{4 1}	Transoms and throats of Hooks ..	1	Waterway ..	Waterway ..	Knees	4 ¹ / ₂ 4 ¹ / ₂
Scarps of Keel	6	Arms of Hooks ..	8 ³ / ₄	Hold Beam Bolts in	Knees	Shelf or Clamp ..	8 ³ / ₄
Keelson Bolts through Keel at each Floor	8 ¹ / ₂ 8	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	3 ¹ / ₂ 16	Waterway ..	Waterway ..	Knees	3 ¹ / ₂ 16
Bolts through Heels of Timbers against Deadwood	3 ¹ / ₂ 16	Butt End Bolts ..	3 ¹ / ₂ 5 ¹ / ₂	Deck Beam Bolts in	Knees	Shelf or Clamp ..	3 ¹ / ₂ 16
		Pintles of the Rudder ..	2 ³ / ₈ 2 ¹ / ₂	Nails or Bolts in Flat of Deck	Waterway ..	Waterway ..	3 ¹ / ₂ 16
				Treenails	Treenails	Inches	1 ¹ / ₂ 16

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 12¹/₂ Inches. The Space between the Top-Timbers is 3¹/₂ Inches.

The Floors consist of Eug. Oak

The First Foothooks of Eug. Oak

The Second Foothooks of Eug. Oak

The Third Foothooks and Top Timbers of Eug. Oak

The Shifts of the First and Second Foothooks are not less than 3¹/₂ in.

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 very 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 1¹/₂ of the entire moulding at that place.

The Frame is well chocked with do Butt at each end of the chock.

The Main piece of Rudder is Eug. Oak

The Main Keelson is Eug. Oak

The Main piece of Windlass is Eug. Oak

The Stem, and Stern Post, consist of Eug. Oak

The Transoms, Aprons, Knight Heads, and

Hawse Timbers of Eug. Oak

Deadwood, of Eug. Oak and are free from all defects.

The Deck and Hold Beams consist of Eug. Oak

The Breasthooks of Eug. Oak & do The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A { the Plank is Eug. Elm

or to the First Foothook Heads}

From the above named Height to the Light Water Mark Eug. Oak

From the Light Water Mark to the Wales Eug. Oak

The Wales and Black-strokes are Eug. Oak & do The Topsides Eug. Oak

The Sheer-strokes and Plank-sheers Eug. Oak

The Water-ways { Upper Deck Eug. Oak

The Decks Yellow Pine

Lower Deck do

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 3¹/₂ in. thick between, and without step-butting.

The Limber-strokes and Bilge-strokes are Eug. Oak

in re-vection at main rigging and one case above at after port of main topmast

The Ceiling, Lower Hold, and between Decks Eug. Oak

Stranger Shelf Pieces and Clamps Eug. Oak

Fastenings.—To Hold Beams pair of Lodging to each

Deck Beams pair of Hanging Trees to each Beam, including 5 pairs which extend down to lower part of Bilges, and lodging trees in bilge spaces

Number of Breasthooks Four

Pointers

Crutches two

Butts End Bolts are of Yellow Metal and up to within 3¹/₂ 6 of a quarter of an inch in diameter.

one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes Yellow Metal bolted through and clenched.

Treenails of Eug. Oak How Made Turned

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 Peter Symons

Surveyor's Signature

Thomas Congdon

2019

Lloyd's Register

Foundation

BR80-2585

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

She has SAILS.

No.
*the
Complete
Sail
and
spars*
Fore Sails,
Fore Top Sails,
Fore Topmast Stay Sails,
Main Sails,
Main Top Sails,

CABLES, &c.

	Fathoms.	Inches.
Chain	210	1 1/2
Hempen Stream Cable	90	1 1/2
Hawser	90	1 1/2
Towlines	90	1 1/2
Warp	90	1 1/2

ANCHORS, and their weights.

Nº.	Weight.
3	30.24
3	12.2.14
3	12.3.26

Bower,	1	4.3.2
Stream,	1	4.3.2
Kedge,	2	2.1.19

All of good quality.

Her Standing and Running Rigging

Hemp sufficient in size and good

in quality.

She has one Long Boat and two other good Boats

The present state of the Windlass & Winch Captain and Rudder good Pumps two cast 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
2nd. When the Beams are put in, &c.
3rd. { When completed, and before the plank be painted or payed}

3 Specially Surveyed

This vessel was commenced about June 1860, and was intended for the 10000 gross register tons. The scantling of frames, thickness of inside and outside planking, and size of fastenings are generally in excess of the Rules, the Wales are thin, this however is fully compensated for by the extra thickness in the plank above and below the Wales. The lower futtocks of two frames in after body are badly shifted, this discrepancy is also compensated for by a Hanging tree Rider passing down over them. There are two instances of Stepbutting, one in upper part of Wales, and one above Wales about the Main Rigging, the other Hanging tree Riders would be sufficient to meet this case. The inside Bilge plank are not well fitted at the back edges, but the Bilge bolts are now through and cleated in every timber instead of alternate timbers as required by Rule, which will compensate for the deficiency alluded to. The material used for planking this vessel is not of that superior character throughout to entitle her to 12 years, and the Workmanship might also be improved. The attention of the Builder was called to those deviations as they occurred during the progress of building, and intimation given verbally and in writing that the character of the ship would be affected thereby.

The ground tackle supplied is of the best description. Chain cables tested to $22\frac{3}{4}$ tons and Certificate produced. Melbourn Anchors have also been tested to 14 tons. Yellow Metalled over felt to about Wales.

I beg to recommend that instead of this vessel being classed as originally intended, one year be deducted for the reasons above stated, and that she may be now classed II All.

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal overfelt When last done April 1862

I am of opinion this Vessel should be Classed II All

The Amount of the Fee.....£ 3 : : is received by me,

Dec. 1862
Special£ 12 : :

Certificate£ : :

Thomas Congdon

Committee's Minute 1862

Character assigned For 11 Years

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