

No. 1578 Survey held at Greenock Date 17th October 1844 1578
 on the New Ship "India" Master Chas. C. Sutherland
 Tonnage 475 old 574 new Built at Greenock When built 17th September 1844
 By whom built John Scott & Sons Owners Wm. Gemmell & John Macbunn
 Port belonging to Glasgow Destined Voyage Clyde to China
 If Surveyed Afloat or in Dry Dock On Stock

Length aloft	Feet. <u>119</u> Inches. <u>9/10</u>	Extreme Breadth	Feet. <u>25</u> Inches. <u>"</u>	Depth of Hold	Feet. <u>20</u> Inches. <u>1/10</u>
Scantlings of Timber.		Thickness of Plank.			
Timber and Space..... each	<u>28</u>	Inches. Middle	Inches. Ends	Outside.	Inside.
Floors..... sided	<u>13 1/2</u>	Moulded	<u>14</u>	Keel to Bilge	<u>3 1/2</u>
1 st Foothooks..... "	<u>12</u>	"	<u>11 1/2</u>	Bilge Planks	<u>5 1/2</u>
2 nd Ditto..... "	<u>11</u>	"	<u>10 1/2</u>	Bilge to Wales	<u>4</u>
3 rd Ditto..... "	<u>9 1/2</u>	"	<u>8 1/2</u>	Wales	<u>5 1/4</u>
Top Timbers..... "	<u>8 1/2</u>	"	<u>7</u>	Topsides	<u>3</u>
Deck BeamsN°. of <u>20</u>	<u>10 1/2</u>	"	<u>11</u>	Sheer Strakes	<u>3 3/4</u>
Hold BeamsN°. of <u>19</u>	<u>12 1/2</u>	"	<u>12 1/2</u>	Plank Sheers.....	<u>4</u>
Keel..... "	<u>14 1/2</u>	"	<u>16</u>	Water-Ways.....	<u>1</u>
Kelsons..... "	<u>15</u>	"	<u>15 1/2</u>	Upper Deck.....	<u>3 1/2</u>
Deck Beam spaces <u>4 ft 7 in. to 5 ft 2 inches</u>				Lower Deck.....	<u>3</u>
Hold do <u>4 ft 6 in. to 5 feet.</u>					
Copper.		Size of Bolts in Fastenings.			
Heel-Knee, and Dead Wood abaft	<u>1 1/4</u>	Copper.		Iron.	
Scarphs of Keel.....N°. <u>7/8</u>	<u>1</u>	Bolts thro' the Bilge and Foot Waling		<u>1/8</u>	Hold Beam
Floor Timber Bolts	<u>1 1/8</u>	Butt End Bolts		<u>3/4</u>	Deck Beam
Kelson ditto	<u>1 1/8</u>	Lower Pintle of the Rudder		<u>3 1/2</u>	
Transoms and throats of Hooks	<u>1 1/8</u>				same in Iron above the Copper
Arms of Hooks	<u>7/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 Inches. The Space between the Top-timbers is 3 to 6 Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British Oak and are — free from all defects.

The Floors and first Foothooks are composed of British Oak Timber.

The other Foothooks and Top Timbers of British Oak

The Shifts of the first and second Foothooks are not less than 4 ft 2 in. to 4 ft 6 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 — free from sap, and from thence downwards, the frame is all very well squared

The alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are — close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. Cup Chocks, Scarphs, and full Butts dowelled.

The Main Kelson is composed of Morra and Greenheart and the False Kelson of Greenheart

The Scarphs of the Kelsons are not less than Six feet Six inches.

The Deck and Hold Beams are composed of Morra, Greenheart, and British oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Lucas Rock Elm

From the first Foothook Heads to the Light Water Mark of American and British oak

From the Light Water Mark to the Wales of Greenheart and British oak

The Wales and Black-strakes are of Greenheart & Brit. oak The Topsides of Greenheart & Brit. oak

The Sheer-strakes and Plank-sheers of Morra The Water-ways of Pitch Pine

The Decks of Yellow Pine State of New

The Shifts of the Planking are not less than 5 ft 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 Three throughout between

Planking Inside.—The Limber-strakes are composed of Morra the Bilge Planks of Morra, Greenheart, & Brit. oak

The Ceiling, Lower Hold, of Morra, Greenheart, & Brit. oak Between Decks of Greenheart and British oak

Shelf Pieces of Greenheart Clamps of Morra and Greenheart

Fastenings.—To Hold Beams Iron lodging knees fixed to the timbers, with stringer above beams, and eighteen pair diagonal iron hanging and standard knees, and four iron riders, at turn of floor below.

Deck Beams Iron lodging knees on the timbers, with stringer, and ten pair of diagonal iron hanging knees,

Number of Breasthooks Six below & one above deck Pointers Two of iron Crutches one of iron aft

Butts End Bolts are of Yell. Metal in the Bottom, and a Bolt in each Butt End through and clenched below the wales, & two lower wales, & strakes.

Bilge and Footwaling Yellow Metal bolted through and clenched. foot waling iron bolted into every timber

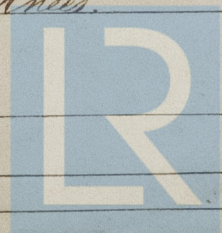
General Quality of Workmanship very good Six transom knees.

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Name

Surveyor's Name

John C. Gemmell



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Lloyd's Register Foundation

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.			
N ^o .		Fathoms.		Inches.	N ^o .	Cwt.	qrs	lbs.
2	Fore Sails,	240	Chain	1 1/2	3	Bower	28	0
2	Fore Top Sails,	90	Hempen Stream Cable	9	1	Stream,	25	0
2	Fore Topmast Stay Sails,	90	Hawser	6 1/2	2	Kedge	4	0
1	Main Sails,	90	Towlines	5			2	2
2	Main Top Sails,	75	Warp	1				
and well found in other sails			All of <u>good</u> quality.					

Her Standing and Running Rigging all new sufficient in size and good in quality.

She has a Long Boat and Solly Boat and Gig

The present state of the Windlass is Good Capstan Double Winch and Rudder Good
with Gladstone's patent purchase Good four lead pumps good

General Remarks—Statement and Date of Repairs.

Said on in August 1843, Launched 17th Sept. 1844. Surveyed at the three prescribed periods, and at other times specially, while building. Frame all Welsh and English oak of good quality, and very well squared. Built wholly in frame, Shifts of timbers good. Cross checks, Butt lifeped, full ^{double} Butts, and Scarphs. Planking and ceiling of very good quality, well payed and wrought, shifted three between, throughout. Two strakes of ceiling four and a half inches, wrought over second futtock heads, bolted head and heel. Member of Beams, Spars, and fastenings, as described. Hold Beam knees through bolted with Yellow Metal, and the side arms of iron Knee Riders to ditto. Bolted with Yellow Metal, through and clenched on rings. Butt bolts in two lower wale strakes, and from Wales to lower part of Bilges, yellow Metal through, and clenched on rings. Screwnails all hand plained. Nelson bolts into each floor, and clenched on rings on Main Keel. Two iron pointers, and an iron crutch aft. all through bolers, with Yellow Metal and clenched. She is well fastened and finished. The workmanship throughout, very good, and her stores and furnishings are complete, and of the best description.

Certificate of Classification requested.

If Sheathed, Doubled, Felted, or Coppered Yellow Metalled over felt from keel to wales and over two lower wale strakes When last done in September 1844

I am of opinion this Vessel should be Classed "12 A1."

The Amount of the Fee.....£ 5 : : : is received by me, John R. Commins
Special£ 23 : 15 : ~

Committee's Minute 22nd Oct 1844

Character assigned 12 A1