

No. 1868 Survey held at Montrose Date 14 Aug 1852
on the Ship Indiana Master John Mackan
Tonnage Old 542 3/4 New 593 263/1000 Built at Montrose When built Aug 1852
By whom built J. & D. Birnie Owners W & D. Birnie
Port belonging to Montrose Destined Voyage Australia
If Surveyed while Building, Afloat, or in Dry Dock Specially Surveyed while Building

Length aloft	126	Feet. Inches.	Extreme Breadth	27 6/10	Feet. Inches.	Depth of Hold	18 3/10	Feet. Inches.
Scantlings of Timber.				Thickness of Plank.				
Room and Space	15	Inches.	Outside.	Inches.	Inside.	Inches.		
Floors	12 1/2	Moulded	Keel to Bilge	3 1/2	Limber Strakes	3 1/4		
1st Foothooks	11 1/2	"	Bilge Planks	5	Bilge Planks	5		
2nd Ditto	10 1/2	"	Bilge to Wales	3 1/2	Ceiling in Flat	5		
3rd Ditto	10	"	Wales	5	Ditto Bilge to Clamp	3 1/2		
Top Timbers	10 1/2	"	Short Hoods	4 1/2	Hold Beam Clamps	8 1/4	Diags	
Deck Beams N° 26	4	ful	Topsides	3	Deck Beam Ditto	8 1/4	Do	
Hold Beams N° 24	4	ful	Sheer Strakes	4	Ceiling 'twixt Decks	3 1/2		
Keel	13	"	Plank Sheers	4	Hold Beam Shelves	1		
Keelsons	14	"	Water-Ways	7	Deck Beam Ditto	1		
Scarp of Ditto	6 1/2	ful	Upper Deck	3 1/2	Lower Bulkhead	8 1/4	Diags	

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.								
Heel-Knee, and Deadwood abaft	1 1/4	Copper	Transoms and throats of Hooks	1 1/8	Copper	Lower Pintle of the Rudder	3 1/2	Copper
Scarp of Keel N° 10	1	Iron	Arms of Hooks	1 1/8	Iron	Hold Beam	1 1/16	Iron
Floor Timber Bolts	1 1/8	Iron	Bolts thro' Bilge & Limber Strakes	7/8	Iron	Deck Beam	1	Iron
Keelson ditto	1 1/8	Iron	Butt End Bolts	3/4	Iron			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 3/4 Inches. The Space between the Top-timbers is 5 1/2 Inches. The Stem, Stern Post, consist of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak and are all free from all defects. The Floors consist of English Oak The First Foothooks of English Oak Timber. The Second Foothooks of English Oak The Third Foothooks of English Oak The Top Timbers of English Oak The Shifts of the first and second Foothooks are not less than 3 ful 10 in N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 ful 10 in The Frame is Well squared from the first Foothook Heads upwards, and is 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 1/3 of the entire moulding at that place. The Frame is Well choaked with a Butt at each end of the chock. The Main Keelson is Teak and free from all defects. The False Keelson is The Deck Beams consist of English Oak The Hold Beams of Teak The Knees of English Oak & Iron

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Elm From the above named Height to the Light Water Mark Teak and English Oak From the Light Water Mark to the Wales Teak and some English hooels The Wales and Black-strakes are Teak The Topsides Teak The Sheer-strakes Teak and Plank-sheers Teak The Water-ways Teak The Decks Yellow pine State of Best quality The Shifts of the Planking are not less than 5 Feet 10 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

Planking Inside.—The Limber-strakes are Teak the Bilge Planks Teak & English oak The Ceiling, Lower Hold, Teak and some English hooels Between Decks Teak Shelf Pieces Clamps Teak

Fastenings.—To Hold Beams Iron Nails Lodging Knives and Nine pair of Vertical hanging Iron Knives Four pair of Iron Nails down to Floor Deck Beams Double Lodging Knives of Wood & a vertical hanging Iron Knives to each beam end Number of Breasthooks 5 under the Oak 2 at the Pointers Two Crutches One Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of English Oak How Made planed General Quality of Workmanship Very good

We certify that the preceding is a correct description of the above-named Vessel, Builder's Signature Surveyor's Signature David Lighter Lloyd's Register Foundation DUN 103-0012

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.			
N ^o .				Fathoms.	Inches.		N ^o .
2	Fore Sails,	Chain	270	1 1/8		Terrible 48 Tons more	3
2	Fore Top Sails,	Hempen Stream Cable	75	1		Bower,	3
2	Fore Topmast Stay Sails,	Hawser	80	9			
1	Main Sail,	Towlines	80	6 1/2		Stream,	1
2	Main Top Sails,	Warp	80	5			
and well found with other parts		All of <u>Best</u> quality.	80	4		Kedge,	2

Her Standing and Running Rigging is all sufficient in size and of Best quality.

She has One Long Boat and Three other Boats

The present state of the Windlass is well fitted Capstan well found Rudder well found Pumps Metel
with patent pumps

General Remarks—Statement and Date of Repairs.

A very Superior vessel of excellent Material workmanship and fastenings. Double Floors full poop and Top fallant foremast is very full Beam and well bound, entirely fastened with Yellow Metel to top of Masts, is remarkably well secured in the Ridges and over the Chocks of the Joining of Floors with thick plank and Iron Riggers. Mr Robertson expressed himself highly pleased with the Material and fastenings, is abundantly fitted with best Stores.

Said this vessel is going up to London to get shipped and load outwards

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done

I am of opinion this Vessel should be Classed 12 A 1

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

Special£ 27 : - :

Certificate (if required)£ : 10 :

Committee's Minute 20th August 1852

Character assigned A 1 for 12 Years

David Lighter

Plum forward Terhmet



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