

Aug 10/62 1953

No. 1953 Survey held at Glasgow Date October 4<sup>th</sup> 1862  
in the "John Ridgett" Master H. B. Gamble  
Tonnage Old Built at Glasgow When built 1862 Launched Aug/62  
By whom built H. B. Gamble Owners Ridgett & Sons  
Port belonging to London Destined Voyage India  
Surveyed while Building, Afloat, or in Dry Dock whilst building

Length aloft	170	Feet.	30	Inches.	15	Depth of Hold	20	Feet.	4
Thickness of Plank.									
Scantlings of Timber				Outside.			Inside.		
Timber and Space				Garboard Strakes			Limber Strakes		
Floors				Garboard to Bilge			Bilge Planks		
1st Foothooks				Bilge Planks			Ceiling in Flat		
2nd Ditto				Bilge to Wales			Ditto Bilge to Clamp		
3rd Ditto				Wales			Hold Beam Clamps		
Top Timbers				Topsides			Deck Beam Ditto		
Deck Beams				Sheer Strakes			Ceiling 'twixt Decks		
Deck Beams, length amidships				Plank Sheers			Hold Beam Shelves		
Hold Beams				Water-Upper Deck			Deck Beam Ditto		
Hold Beams, length amidships				Ways-Lower Deck			Trussing		
Keel				Ditto, faying surface			Diagonal Upper Deck		
Scarp of Ditto				against Timbers			all fore & aft 11 1/2 x 1 1/2		
Keelsons				Upper Deck			Copper or Iron		
Scarp of Ditto				Upper Deck			Inches required per Rule		
Keelson Bolts through Keel at				Transoms and throats of Hooks			Waterway		
each Floor				Arms of Hooks			Knees		
Bolts through Heels of Timbers				Bolts thro' Bilge & Limber Strakes			Shelf or Clamp		
against Deadwood				or Thickstuff over Double Floors			Waterway		
				Butt End Bolts			Knees		
				Pintles of the Rudder			Shelf or Clamp		
							Nails or Bolts in Flat of Deck		
							Treenails		
							Inches		

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 4 Inches. The Space between the Top-Timbers is 4 Inches.  
The Floors consist of iron plates The First Foothooks of frames angle iron  
The Second Foothooks of frames angle iron The Third Foothooks and Top Timbers of frames angle iron  
The Shifts of the First and Second Foothooks are not less than frames angle iron N. B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are frames angle iron

The Frame is 7 squared from the First Foothook Heads upwards, and 7 free from sap, and from thence downwards, the frame is 7

The alternate Frames are 7 bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are 7 close together; their thickness not less than 7 of the entire moulding at that place.

The Frame is 7 chocked with 7 Butt at each end of the chock. The Main piece of Rudder is 7

The Main Keelson is 7 and 7 free from all defects. The Main piece of Windlass is 7

The Stem, and Stern Post, consist of 7 The Transoms, Aprons, Knight Heads, and Hawse Timbers of 7 and 7 Deadwood, of 7 and are 7 free from all defects.

The Deck and Hold Beams consist of 7 The Breasthooks of 7 The Knees of 7

**Planking Outside.**—From the Keel to the Height defined in Note to Table A, the Plank is 7

From the above named Height to the Light Water Mark 7

From the Light Water Mark to the Wales 7

The Wales and Black-strakes are 7 The Topsides 7

The Sheer-strakes and Plank-sheers 7 The Water-ways { Upper Deck 7 Lower Deck 7

The Decks 7 State of 7

The Shifts of the Planking are not less than 7 Feet 7 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 7 between, and without step-buttling

**Planking Inside.**—The Limber-strakes and Bilge-strakes are 7

The Ceiling, Lower Hold, and between Decks 7 Shelf Pieces and Clamps 7

**Fastenings.**—To Hold Beams 7 connected to side by angle iron rivets to transverse angle iron on the frames

Deck Beams 7

Number of Breasthooks 7 Pointers 7 Crutches 7

Butts End Bolts are of 7 in the Bottom, and 7 Bolt in each Butt End through and clenched.

Bilge and Limber Strakes 7 bolted through and clenched. Treenails of 7 How Made 7

Thickstuff over Double Floors 7 bolted through and clenched. General Quality of Workmanship 7

We certify that the above is a correct description of the several particulars therein given

Builder's Signature 7 Surveyor's Signature 7

GLS 143-0124



195385

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

*A double sail  
of sail  
and*

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N <sup>o</sup> .		Fathoms.	Inches.		N <sup>o</sup> .	Weight.
	Fore Sails,	Chain .....	300	19 1/2	Bower, <i>shot</i>	29.3.2
	Fore Top Sails,	Hempen Stream Cable .....	90	9		29.2.2
	Fore Topmast Stay Sails,	Hawser .....	90	7	Stream, .....	24.1.4
	Main Sails,	Towlines .....	90	5 1/2		1 10.0.1
	Main Top Sails,	Warp .....			Kedge, .....	2 4.3.4
		All of <u>good</u> quality.				2 2.2.14

Her Standing and Running Rigging gallo<sup>2</sup> wire & hemp sufficient in size and good in quality.

She has one life boat 22 ft Long Boat and 36, pinrace 2 ft and olly boat 23 feet

The present state of the Windlass is new Capstan new Rudder new Pumps new

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 }

*Built under Special Survey*

*The Iron & Wood Material in this vessel will be seen to be generally above the Requirements for the 12 Class Grade under the 400 & 450 ton scale respectively; The Outside Planking is fastened wholly with Yellow Metal from keel to Gunwale as per Section 46, Lead Wood & Steel Bolt. She has been Constructed under a Shed in accordance with Section 51 and up to the time of giving over the Duties to Mr Darling both Materials and Workmanship were found satisfactory*

*W. L. Smith*

*Application has been made to the Builder of this vessel for Drawings as per Secretary's Letter of 27<sup>th</sup> Feb'y 1862 but the same have been refused*

Present condition of Caulking of Bottom, tested as the work progressed Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered Yellow Metal & felt When last done 1862

I am of opinion this Vessel should be Classed 15 A

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

Special .....£ 38 : 10 : -

Certificate ....£ gratis :

Committee's Minute 10<sup>th</sup> October 1862

Character assigned 1 for 15 years

*(Expe B. S.)*



*Referred to Mr Darling*  
21/10/62  
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