

No. 2268 Survey held at Glasgow Date 20th Nov^r 1864
on the Ship "Ineffable" Master J. White
Old Built at Glasgow When built 1864 Launched 20th Sept 64
New 1864
whom built J. White & Sons Owners J. White, Campbell & Co
belonging to London Destined Voyage Bombay
Surveyed while Building, Afloat, or in Dry Dock whilst building

Length aloft	201	Feet.	Extreme Breadth Outside	33	Feet.	Depth of Hold	20	Feet.
Thickness of Plank.								
Scantlings of Timber.			Outside.			Inside.		
AND SPACE			Garboard Strakes			Limber Strakes		
Framing			Garboard to Bilge			Bilge Planks		
Framing			Bilge Planks			Ceiling in Flat		
Framing			Bilge to Wales			Ditto Bilge to Clamp		
Framing			Wales			Hold Beam Clamps		
Framing			Topsides			Deck Beam Ditto		
Framing			Sheer Strakes			Ceiling 'twixt Decks		
Framing			Plank Sheers			Hold Beam Shelves		
Framing			Water Upper Deck			Deck Beam Ditto		
Framing			Ways Lower Deck					
Framing			Ditto, faying surface against Timbers					
Framing			Upper Deck					

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.									
Heel-Knee, & Deadwood abaft		Transoms and throats of Hooks		Hold Beam		Waterway			
Scarp of Keel, N°		Arms of Hooks		Bolts in		Knees			
Keelson Bolts through Keel		Thro' Bilge & Limber Strakes		Deck Beam		Waterway			
at each Floor		Thickstuff over Double Floors		Bolts in		Knees			
Bolts thro' Heels of Timbers		Butt End Bolts		Nails or Bolts in Flat of Deck		Shelf or Clamp			
against Deadwood		Pintles of the Rudder		Treenails					

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 5 Inches. The Space between the Top-Timbers is 5 Inches.
The Floors consist of Iron Plates as per Rule. The First Foothooks of the Main Keelson are extended from the Reverse Frames to above Hold Beams, and ultimately to Gunwale.
The Second Foothooks of the Main Keelson are extended from the Reverse Frames to above Hold Beams, and ultimately to Gunwale.
The Third Foothooks and Top Timbers of the Main Keelson are extended from the Reverse Frames to above Hold Beams, and ultimately to Gunwale.

The Shifts of the First and Second Foothooks are not less than 12 Inches. N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are 12 Inches.

The Frame is 12 Inches squared from the First Foothook Heads upwards, and 12 Inches free from sap, and from thence downwards, the frame is 12 Inches.

The Frames are 12 Inches bolted together to the Gunwale. N. B. If not, state how bolted.
The Butts of the Timbers are 12 Inches close together; their thickness not less than 12 Inches of the entire moulding at that place.

The Frame is 12 Inches chocked with 12 Inches Butt at each end of the chock. The Main piece of Rudder is British Oak of Windlass is Gunheart.
The Keel is Iron. The Main Keelson is Angle Bars & Iron Plates and free from all defects.

The Stem, and Stern Post of Teak. The Transoms, Knight Heads, Hawse Timbers, and Aprons of Iron Plate & Teak. Deadwood, of Teak and are free from all defects.

The Deck and Hold Beams of Built Iron & Double A. The Breasthooks of Iron Plate. The Knees of Welded & Beams.
Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is American Rock Elm.

From the above named Height to the Light Water Mark Teak.
From the Light Water Mark to the Wales Teak.

The Wales and Black-strakes are Teak. The Topsides & Sheer-strakes Teak.

The Spunking and Plank-sheers Teak. The Water-ways { Upper Deck Teak Lower Deck Teak.

The Decks Yellow Pine. State of New.
The Shifts of the Planking are not less than 12 Feet 6 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 True between, and without step-butting.
Planking Inside.—The Limber-strakes and Bilge-strakes are Gunheart.

The Ceiling, Lower Hold, and between Decks Gunheart & Teak. Shelf Pieces and Clamps Teak.

Fastenings.—To Hold Beams Welded Knees riveted to Frames. Stringers connected to Side by Angle Iron 5 x 4 x 10 riveted to Reverse Bars of Frames.

Deck Beams Ditto. Ditto.

Number of Breasthooks Five. Pointers Five. Crutches Five.
Butt End Bolts are of Yellow Metal in the Bottom: two Bolts in each Butt End through and clenched.

Bilge and Limber Strakes bolted through and clenched. Treenails of How Made.
Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Superior.

We certify that the above is a correct description of the several particulars therein given.
Builder's Signature A. C. Stephen Son. Surveyor's Signature J. D. Darling.

SL 5143-0331

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

She has SAILS.

N^o.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

and

CABLES, &c.

Estimated by the surveyor		Fathoms.
At 55 fms tow	3.15/4	
Chain		300
Hempen Stream Cable		90
Hawser <i>Chain</i>		90
Towlines		90
Warp		90
All of _____	quality.	90

ANCHORS, and their weights.

	No.	Weight.
One public machine		35.3.26
Bower, Nov. 20 th 1864 33 tons	3	26.3.0
2 nd Bower tested by Messrs Doeh & Karsrud Board		8.1.6
Stream, 28 th Feb 1865 132 tons	1	25.1.0
3 rd Bower. Tested by H. B. Munroe on 24 th 26 tons. 3 rd Nov 1864	1	11.3.0
Kedge,	2	8.0.0
		3.0.7

Her Standing and Running Rigging Cable, Wire & Hemp sufficient in size and Good in quality.

She has one 20 fut Long Boat and 20 fut life Boat, 26 fut Grog, 27 fut Pinnace 28 fut

The present state of the Windlass is New Capstan New Rudder New Pumps New and efficient

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 85.

1st.	When the Frame is completed	Built under Special Survey and Saw on
2nd.	When the Beams are put in, &c.	The following dates March 30, Apr. 6, 8, 18, 21, 27,
3rd.	{ When completed, and before the plank be painted or payed }	30 May 4, 9, 13, 16, 23, 27 June 3, 7, 13, 20, 22, 27, 30 July 5, 8, 13, 23, 27 Augt. 3, 9, 12, 16, 20, 23, 29, Sept. 4, 10, 20, 23, Oct. 12, Nov. 3, 26 (1864)

This vessel is built with Iron Frames and Wood Planking, fastened with 1st Yellow Metal Screw Bolts, is fitted with an iron Sheerstrake. Gunwale Plate 32 x 40. Hold Beam Stringer Pl. 25 1/2 x 40. Fore and Aft Tie Plates outside Hatchways and Diagonals to both tiers of Beams 12 x 40. Bilge Plate for Diagonals 20 x 40. Double Diagonals on Trusses 12 x 40. Keel Plate 26 x 40. Thick Garboard Strakes through fastened with 1st Yellow Metal three feet apart. Bilge Keelson formed with a foundation plate 15 1/2 x 40, vertical Butt Plate 8 x 40 and two Angle Bars 5 x 4 1/2 x 40. Hold Beam Spurlining Plate 10 1/2 x 40 riveted to Reverse Bars on Trusses and extended fore and aft. Foundation Plate to Middle Line Keelson 30 x 40, vertical Plate 18 1/2 x 40. Top Plate 10 x 3/4 with four Angle Bars 5 x 4 1/2 x 40. Fitted with a Full Poop. Forecastle and a House on Deck for Crew and in all other respects as per accompanying Midship Section //

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

If Sheathed, Doubled, Felted, or Coppered: Yellow Tint ^{of Wales} stripped part When last done.

I am of opinion this Vessel should be Classed 15th.

The Amount of the Fee.....£ 5 : 0 is received by me,

Special£50: 9: 3

Certificate£ *Gratis*:

Committee's Minute 6th December 1804

Character assigned A 1 for 15 years

W.H. / Iron frame = plankton
A.C.P. / Eng. B.S.

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Foundation