

No. 3686 Survey held at Stockton

Date, First Survey 21st January Last Survey 1st June 1846

On the Ship "Scottish Chieftain"

Master John Hamilton

TONNAGE under Tonnage Deck 1385.30

Ditto of Third Spar, or of Awning Deck.

Ditto of Poop, or Raised Or. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage 1482.98

Less Crew Space

Less Engine Room

Register Tonnage as cut on Beam 1398.01

ONE, OR TWO DECKED, THREE DECKED VESSEL.

SPAR, OR AWNING DECKED VESSEL.

HALF BREADTH (moulded) 19.1 1/2

DEPTH from upper part of Keel to top of Upper Deck Beams 25.6 1/2

GIRTH of Half Midship Frame (as per Rule) 38.6

1st NUMBER 83.2

1st NUMBER, if a THREE DECKED VESSEL

[deduct 7 feet]

LENGTH 223.5

2nd NUMBER 18589

PROPORTIONS Breadths to Length 56.6

Depths to Length—Upper Deck to Keel 86.9

Main Deck ditto

Built at Stockton

When built 1846 Launched 26th April 46

By whom built Richardson Dock & Co

Owners W. H. Ross & Co

Port belonging to Liverpool

Destined Voyage Calcutta

If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as per Rule	223	6	Moulded	38	3	top of Floors to Upper Deck Beams	25	6	Engines	4	Two	Two

Dimensions of Ship per Register, length, 223.5 breadth, 38.3 depth, 25.65

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9 x 2 5/8	9 x 2 1/2
STEM, moulding and thickness	9 x 2 5/8	9 x 2 1/2
STERN-POST for Rudder do. do.	9 x 2 5/8	9 x 2 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	2 1/2	(Class 100 91)
FRAMES, Angle Iron, for 2/3 length amidships	5 3/2 8/16	5 3/2 8/16
Do. for 1/3 at each end	5 3/2 8/16	5 3/2 8/16
REVERSED FRAMES, Angle Iron	3 1/2 8/16	3 1/2 8/16
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	2 1/2 10/16	2 1/2 10/16
thickness at the ends of vessel	2 1/2 8/16	2 1/2 8/16
depth at 3/4 the half-bdth. as per Rule	12 1/4 10/16	12 1/4 10/16
height extended at the Bilges	4 9/16	4 9/16
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9 9/16	9 9/16
Single or double Angle Iron on Upper edge	3 1/2 9/16	3 1/2 9/16
Average space	4 5/8	4 5/8
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9 9/16	9 9/16
Single, or double Angle Iron, on Upper Edge	3 1/2 9/16	3 1/2 9/16
Average space	4 5/8	4 5/8
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9 9/16	9 9/16
Single or double Angle Iron on Upper Edge	3 1/2 9/16	3 1/2 9/16
Average space	4 5/8	4 5/8
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	11 12/16	11 12/16
Rider Plate	11 12/16	11 12/16
Bulb Plate to intercostal Keelson	5 4 9/16	5 4 9/16
Angle Irons	5 4 9/16	5 4 9/16
Double Angle Iron Side Keelson	5 4 9/16	5 4 9/16
Side intercostal Plate	5 4 9/16	5 4 9/16
do. Angle Irons	5 4 9/16	5 4 9/16
Attached to outside plating with angle iron	13 5/8 13 5/8	13 5/8 13 5/8
BILGE Angle Irons	5 4 9/16	5 4 9/16
do. Bulb Iron	5 4 9/16	5 4 9/16
do. Intercostal plates riveted to plating for length	5 4 9/16	5 4 9/16
BILGE STRINGER Angle Irons	5 4 9/16	5 4 9/16
Intercostal plates riveted to plating for length	5 4 9/16	5 4 9/16
SIDE STRINGER Angle Irons	5 4 9/16	5 4 9/16

Transoms, material. Knight-heads. Hawse Timbers. Plating & Angles

Windlass Green Heart Pall Bitt Green Heart

The FRAMES extend in one length from Keel to Gunwale

The REVERSED ANGLE IRONS on floors and frames extend across middle line to Upper Deck

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 5/8 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1/8 in. diameter, averaging 3/8 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/8 in. diameter averaging 3/8 ins. from centre to centre.

Butts of Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 2/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 1/8 in. diameter, averaging 3/8 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1/8 in. diameter, averaging 3/8 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.

Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.

Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?

Waterway, how secured to Beams Gutter (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Beam ends turned & welded No. of Breasthooks, Girders, Crutches, Three

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good

Manufacturer's name or trade mark, Hopkins & Co & Bowditch & Co

The above is a correct description.

Builder's Signature, Richardson Dock & Co

Surveyor's Signature,

Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes
Are the fillings between the ribs and plates solid single pieces? Solid pieces
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes
Do any rivets break into or through the seams or butts of the plating? Some in Butts

Masts, Bowsprit, Yards, &c., are Iron in good condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit Fore Mast 83'-9" x 30" - plates 5/16" x 3/4", doubled in way of wedging, seams single butts double riveted, three angles 3" x 3" x 5/16" - clarks 1 1/2". Main Mast, plates 5/16" x 30" - plates 5/16" x 30", 3 angles 3" x 3" x 5/16" in other respects as Fore Mast. Mizzen Mast 49'-9" x 24". Plates 5/16" x 30", 3 angles 3" x 3" x 5/16" in other respects as other Masts. See tracing of Bowsprit.

NUMBER for EQUIPMENT 20 H & S					ANCHORS.				
N ^o .	SAILS.	CABLES, &c.	Pathoma.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	N ^o .	Weight. Ex. Stock.
Two Sails	Fore Sails,	Chain	210	1 1/8	63/4	240	63/4	Bowers	34-3-0 32-3-0
	Fore Top Sails,	Elects	210	1 1/8	63/4	240	63/4		34-2-1 32-1-3
	Fore Topmast Stay Sails	2 1/2" x 2 1/2" April 1846	210	1 1/8	63/4	240	63/4		29-3-1 28-9-2
	Main Sails,	2 1/2" x 2 1/2" April 1846	210	1 1/8	63/4	240	63/4		28-3-1 27-9-2
	Main Top Sails,	2 1/2" x 2 1/2" April 1846	210	1 1/8	63/4	240	63/4		27-3-1 26-9-2
and		quality good	210	1 1/8	63/4	240	63/4	Stream	13-2-23
			210	1 1/8	63/4	240	63/4	Kedges	6-3-6

Standing and Running Rigging Wire & Hemp sufficient in size and good in quality. She has two Life Long Boats and one bottom and one top.
The Windlass is good Capstan good and Rudder good Pumps two of pumps worked by steam, head

Engine Room Skylights.—How constructed? How secured in ordinary weather?

Coal Bunker Openings.—How constructed? How are lids secured? Height above deck?

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Five scuppers & five ports on each side

Cargo Hatchways.—How formed? 8' x 6' Iron comings
State size Main Hatch 20' x 10' Forehatch 8' x 6' Quarterhatch 2' x 6'

If of extraordinary size, state how framed and secured? Centre plate 24' x 5' with angles 3' x 3' x 5/16" and fore & afters

Hatches, If strong and efficient? Yes

Order for Special Survey No. 556	DATES of Surveys held while building as per Section 18.	1st.	On the several parts of the frame, when in place, and before the plating was wrought	1846. Jan ^r 21, 25, Feb ^r 10, 15, 18, 24, 28, March
Date 31 st Jan ^r 1846		2nd.	On the plating during the process of riveting	2, 3, 4, 8, 9, 10, 11, 16, 22, 23, 24, 27, 30, April 1
Order for Ordinary Survey No.		3rd.	When the beams were in and fastened, and before the decks were laid...	6, 7, 10, 12, 21, 28, May 8, 11, 15, 19, 26, 30, June
Date		4th.	When the ship was complete, and before the plating was finally coated or cemented..	4 th
No. 218 in builder's yard.		5th.	After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) Workmanship and Material good.
Has a Poop: Frames to top height & painted funnel Beams 6" x 3" x 9/16",
Stinger plate 25" x 1/2", angles 3" x 3" x 1/2", Side plate 9" x 1/2", Plating 1/2", Deck 3" x 5/8",
fastened with 5/8" b. s. n. B.
Forecastle: Frames to top height Beams Bulk 6" x 1/2", angles 2" x 2" x 5/16",
Stinger plate 24" x 1/2", angles 3" x 3" x 1/2", Side plate 9" x 1/2", Plating 1/2", Deck 3" x 5/8",
fastened with 5/8" b. s. n. B.

(M.) See Secretamp Letter dated 16th Dec 1845

Richardson Dicks & Co

State if one, two, or three, decked vessel, or if spar, or awning decked, and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside Cement & Paint Outside Paint

I am of opinion this Vessel should be Classed 100 A 1

The amount of the Entry Fee ... £ 5 : : is received by me, 11/2
Special ... £ 5 9 : 19 : 14 June 1876
Certificate ... : :
(Travelling Expenses, if any, £)

Committee's Minute 16th June 1876

Character assigned 100 A 1
TDW rep

