

No. 4819 Survey held at Liverpool Date March 31st 1842
on the Ship Indian Chief Master Sumpton
Tonnage 480 Built at Montreal When built 1841
By whom built D Vaughan Owners Capt. W. Fisher & Son
Port belonging to Liverpool Destined Voyage Montreal
If Surveyed Afloat or in Dry Dock Afloat

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.	
	24 9/10		25 7/10		18	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space	Inches.		Outside.	Inches.	Inside.	
	each 28					
Floors	sided 14	Moulded 18 1/2	Keel to Bilge	4	Foot Waling	4
1 st Foothooks	" 13	" 18 1/2	Bilge Planks	5	Bilge Planks	5
2 nd Ditto	" 10 1/2	" 10 1/2	Bilge to Wales	4	Ceiling in Flat	4 1/2
3 rd Ditto	" 9 1/2	" 9	Wales	6	Ditto Bilge to Clamp	4
Top Timbers	" 9 1/2	" 6 1/4	Topsides	3	Hold Beam Clamps	6 1/2
Deck BeamsN°. of 20	" 12	" 10	Sheer Strakes	4	Deck Beam Ditto	5 1/2
Hold BeamsN°. of 18	" 13	" 12	Plank Sheers	4	Ceiling 'twixt Decks	3
Keel	" -	" -	Water-Ways	9 1/2	Hold Beam Shelves	6 x 14 1/2
Kelsons	" 14	" 28	Upper Deck	3 1/2	Deck Beam Ditto	5 1/2 x 13 1/2
Size of Bolts in Fastenings.			Iron.			
Copper.			Copper.			
Heel-Knee, and Dead Wood abaft	Inches.		Bolts thro' the Bilge and Foot Waling	Inches.	Hold Beam	
Scarphs of Keel.....N°.	1		Butt End Bolts	7 1/8	Deck Beam	
Floor Timber Bolts	1 1/4		Lower Pintle of the Rudder	7 1/8		
Kelson ditto	1 1/4					
Transoms and throats of Hooks	1 1/8					
Arms of Hooks	1 1/8					
			same in Iron above the Copper.....			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Close Inches. The Space between the Top-timbers is 4 5 Inches. The Stem, Stern Post, are composed of Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Oak & tamarack and are - free from all defects. The Floors and first Foothooks are composed of Elm & tamarack Timber. The other Foothooks and Top Timbers of Hackmatack & Oak. The Shifts of the first and second Foothooks are not less than - N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are -. The Frame is - squared from the first Foothook Heads upwards, and - free from sap, and from thence downwards, the frame is -. 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 - of the entire moulding at that place. The Frame is Propr chocked with a Butt at each end of the choek. The Main Kelson is composed of Oak and the False Kelson of Oak. The Scarphs of the Kelsons are not less than - feet - inches. The Deck and Hold Beams are composed of Oak. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Elm. From the first Foothook Heads to the Light Water Mark of Elm. From the Light Water Mark to the Wales of Oak. The Wales and Black-strakes are of Oak. The Topsides of Oak. The Sheer-strakes and Plank-sheers of Oak. The Water-ways of Red Pine. The Decks of Yellow Pine. State of Good. The Shifts of the Planking are not less than 5 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 Iron between - the Bilge Planks of Oak. **Planking Inside.**—The Limber-strakes are composed of Oak. The Ceiling, Lower Hold, of Oak & Elm. Between Decks of Oak. Shelf Pieces of Oak. Clamps of Oak. **Fastenings.**—To Hold Beams Double Wood Lagging Pinces with Shells above Helms 8 Diags Iron known. Deck Beams Double Wood Lagging with Shells 3 Staples Stand on each side 3 Staples Iron known. Number of Breasthooks 5 in Pointers 3 Pair Crutches One reported Carriage known. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling Copper bolted through and clenched. General Quality of Workmanship Very Good. We certify that the preceding is a correct description of the above-named Vessel.

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 .		
2	Fore Sails,	240	Chain	1 1/8	3	Bower,	
2	Fore Top Sails,	75	Hempen Stream Cable	9 1/2	1	Stream,	
2	Fore Topmast Stay Sails,	150	Hawser	7 1/8	2	Kedge,	
1	Main Sails,		Towlines				
2	Main Top Sails,	75	Warp	5			
and <u>other Sails</u>			All of <u>good</u> quality.				

Her Standing and Running Rigging is Good sufficient in size and good in quality.

She has One Long Boat and One Pinnace & Life Boat

The present state of the Windlass is good Capstan good and Rudder good

General Remarks—Statement and Date of Repairs.

The workmanship & Material appear to be of the very first order. She is not exactly fastened according to our rule at the present time but the Capt who is a principal Officer promises most distinctly to put in then defective on her return not having been called upon before she had taken in a quantity of cargo at each end. I had not the opportunity of pointing out this deficiency. She will on her return need One pair Diagonal Stanchion to Lower deck Beams & Two Pair do to upper the commode side. I have no doubt clap her subject to this being done the first opportunity.

If Sheathed, Doubled, Felted, or Coppered in Paper up to 12 ft 6 When last done at present time

I am of opinion this Vessel should be Classed 5 A 1

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

Special£ : :

Committee's Minute 3rd May 1842

Character assigned A 1 for 5 years

[Signature]



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Lloyd's Register
Foundation

Ship "Indian" 1842