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584-0437

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

SAILS.		CABLES, &c.		ANCHORS, &c.				
N ^o .			Fathoms.	Size.	Tested to, as per Certificate.	N ^o .	Weight Ex. Stock.	Tested to, as per Certificate.
	Fore Sails,	Chain						
	Fore Top Sails,	Hempen Stream Cable						
	Fore Topmast Stay Sails,	Hawser						
	Main Sails,	Towlines.....						
	Main Top Sails,	Warp						
and		All of _____ quality.						

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

She has One Long Boat and four others.

The present state of the Windlass is Setting Capstan Setting Rudder Good Pumps Setting

Order for Special Survey.

No. _____ Date _____

DATES of Surveys

held while building,

1st. When the Frame is completed

2nd. When the Beams are put in, &c.

Order for Ordinary Survey.

No. Date

3rd, { When completed, and before the }
 { plank be painted or payed }

General Remarks

General Remarks This Vessel was built at Bombay Dock Yard in 1857 for the East India Co. & was constructed for a Paddle Steamer & lately transformed into a sailing ship. She has a full Poop 7 1/2 ft long & full Forecastle 48 feet long, & her length exceeds six times her extreme breadth & nine times her depth. The Paddle Beams still remain in her & are cut off flush with the outside planking, they are each supported at the sides by three large knees (each) on two ledgers & one hanging, & well bolted. The Engine Beams also remain in her & carry their full lines the whole length in flat of bottom but reduce gradually at ends. The diagonal straps 1 1/2 ft x 3/4 are fitted on the inside of the frames (fore & aft) & spaced about 2 1/2 ft apart measured in square extending about 8 feet from Main Keelson up to midway between upper & lower deck. The timbers of the frame are much smaller than required by the Rules both in Siding & Moulding (Room & space closer) & her bottom up to upper part of bilges (fore & aft) is filled in solid between the timbers of the frames & for a length of about 45 feet midships is also filled in solid up to gunwale.

The is diagonally trussed from about the 2nd gully heads up to about 17th above the lower deck waterways - spaced about 2 ft 9 in apart measured on square, & the spaces between the trussing are filled in with 1/2" lead. The upper deck beams are larger than required by the Rules & closer spaced - viz from 3 ft 6 in to 4 ft 6 in apart & where spaced 4 ft 6 in half beams are fitted. The lower deck beams are smaller than required by the Rules but closer viz from 2 ft 6 in to 3 ft 6 in to 4 ft 6 in apart & where spaced 4 ft 6 in half beams are fitted. The iron fastenings reach to a distance from top of plank sheers downwards of 8 feet - or from upper side of upper deck 6 ft 6 in (distance for galvanizing iron allowed by Rules from upper side of upper deck 4 ft 3 in) & from that height down to keel wholly Copper fastened. It will be seen by the Sketch that two Sheerstrakes, also the waterways & sperretting pass continuously over the Paddle beams - and inside a thick strake 21 x 9 - for a length of about 60 feet - passes continuously under them, & between them there are fitted 3 pairs of large iron hanging knees well bolted to the sides & beams, the undersigned are of an opinion that with this continuous strength including the large knees (both wood & iron) before mentioned Gully compensates for any deficiency of strength which may have been caused by the Paddle beams passing through the sides.

Now done - All the Copper sheathing stripped off the bottom, the outside planking brightened from light-water marks upwards including plumbkeels & waterways, the hold cleaned & cleaned & the several parts duly examined, one plank of Hipsides - Star^{board} side - found defective round iron fastener now renewed of teak, one plank of green deck ceiling under fore paddle beam on each side found very defective pieces cut out & the frame seen indicated that a large amount of water had passed down, one rough tree Hanchoon - Star^{board} side - defective. Sent owner written recommendation to renew defective planks (ceiling) which has been declined - See owners letters appended.

Present condition of Caulking of Bottom, ^{tested} Good Deck, To be caulked and Waterways To be caulked

If Sheathed, Doubled, Felted, or Coppered Y Metal or felt When last done Present times

~~I am of opinion this Vessel should be Classed~~ Until the defects alluded to above are removed

The Amount of the Fee.....£ per London Report is received by me, are unable to recommend her for

Special£ 10 : 10 : " 18/2/16 Ann

Certificate	2	1	1
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Committee's Minute Weekend 19th - 20th Jan 1867

Character assigned

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Foundation