

(New Ship)
 No. 1242 Survey held at London Date March 3rd 1881 1242
 on the Ship True Briton Master E. Ford
 Tonnage 147 Builder Built at London When built 1875 Launched 28th 867
 By whom built Green Wigram & Green Owners M. Wigram & Co
 Port belonging to London Destined Voyage Madras
 If Surveyed Afloat or in Dry Dock Whilst Building Aug 16. 20. Sept 1. Oct 17. Dec 29. Jan 4. Feb 20. 23

Length aloft... 151 3 Feet. 113 4 1/4 Inches. Extreme Breadth... 32 9 Feet. 15 3 Feet. 6 6 Inches.
 — for Tonnage — Thickness of Plank.

Scantlings of Timber.				Thickness of Plank.			
	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Timber and Space..... each	15 3/4			Keel to Bilge	4	Foot Waling.....	3
Floors..... sided	13	Moulded	13 10 1/2	Bilge Planks	4	Bilge Planks	3
1 st Foothooks..... "	11	"	10 1/2	Bilge to Wales	4	Ceiling in Flat	3
2 nd Ditto..... "	10	"	9 1/2	Wales	6	Ditto Bilge to Clamp	3
3 rd Ditto..... "	9 1/2	"	8	Topsides	3	Hold Beam Clamps.....	3 1/2 4
Top Timbers..... 8 1/2	9	"	6	Sheer Strakes	4	Deck Beam Ditto.....	3
Deck Beams..... "	9	"	8	Plank Sheers.....	4	Ceiling 'twixt Decks	2
Hold Beams..... "	12	"	12	Water-ways	6	Hold Beam Shelves	
Keel..... "		"		Upper Deck	3	Deck Beam ditto	6
Kelsons..... "	16	"	16	Lower Deck.....	3		

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft	1 3/8			Hold Beam.....	
Scarpns of Keel..... N ^o . 8	1 1/4	Bolts thro' the Bilge and Foot Waling.....	1 1/8	Deck Beam	1
Floor Timber Bolts.....		Butt End Bolts	3/4		
Kelson ditto.....	1 1/4	Lower Pintle of the Rudder			
Transoms and throats of Hooks	1 1/8	Lower Deck Binding	1		
Arms of Hooks	1 1/2			same in Iron above the Copper	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 3/4 Inches. The Space between the Top-timbers is 6 3/4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of Do.

Her Shifts of the first and second Foothooks are not less than four feet six inches N.B. When reported by you less than the prescribed Rule, then state how many. a few are 3' 6" up, but in general they are 3' 6" more

The rest of the Shifts of the Frame are five feet six inches

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

The alternate Frames are bolted together. All the Timbers in the square body are framed. Cant timbers alternate timbers.

The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is chocked with 2 inch Butt at each end of the chock.

The Main Kelson is composed of English Oak

and the False Kelson of

The Scarphs of the Kelsons are not less than 6 feet inches.

The Deck and Hold Beams are composed of African Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of 8 Strakes of Blue remaining English Oak

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of Do.

The Wales and Black-strakes are of Do.

The Topsides of Do.

The Sheer-strakes of Do.

The Gunwales of Do.

Water-ways of Do.

The Shifts of the Planking are not less than 5 feet 6 inches N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. Shifted 3 between

Planking Inside.—The Clamps are composed of English Oak the Stringers of African Oak

The Bilge Planks of English & African and the remainder of the Ceiling of English Oak

Fastenings.—To Hold Beams Wood Lodging & Iron Hanging Nuts at each end with 4 transoms alternate beams

Deck Beams Stringers Iron Hanging and a Long Plate

Number of Breasthooks 6 & 2 1/2" Earrings Pointers Two One Crutcher & 2 1/2" Transoms

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

Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name

Surveyor's Name George Bayley



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1242 *Sen*Her Masts, Yards, &c. are in good condition, and sufficient in size and length. *All new*

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	250	Chain	15 1/8	3	Bower
2	Fore Top Sails,	120	Hempen Stream Cable.....	8	1	Stream,
2	Fore Topmast Stay Sails,		Hawser		1	Kedge,
2	Main Sails,		Towlines			All of proper weight.
2	Main Top Sails,	120	Warp	4 1/2		
and 200 lbs of other sails			All of <u>good</u> quality.			

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

She has One Long Boat and Two Cutters

The present state of the Windlass is _____ Capstan good and Rudder good 4 Pumps

General Remarks—Statement and Date of Repairs.

The shifts of the 1st and 2nd Futtocks are about 2 inches less than prescribed by the Rules for ships of these dimensions (should be 4 ft 8 in) she has 5 1/2 of diagonal Futtock Riders taking 2 bolts in the Lower Deck flanges and extending downwards so as to take two bolts in the Floor Head Staff. The lower Futtocks are bolted to the Floors. There are two through Chocks in the Frames. Aft, she has a Sternson or knee upon the keelson extending upwards to the Lower Transom. Is Crossed under the Main and Fore Masts and has a Floor Rider under the Mainmast. The Futtock Beels are bolted ^{with 70 bolts} through a Birch Limber Strake and clenched inside. The keels of the Cant Timbers are bolted through the Deadwood & clenched. The Top timbers are all scarphed or Chocked in an efficient manner and the Frames bolted together to the Top height. A good proportion of the Treennails are through the Ceiling & clenched wedged inside. All the Materials are of the best quality.

In my opinion there is nothing in the materials or construction of this ship to prevent her being placed in the highest class, excepting the shifts of the 1st and 2nd Futtocks which are 2ⁱⁿ shorter than required by the rules & the Timbers being wider spaced than is allowed by the scale; these deficiencies appear to me to be compensated by the Diagonal Futtock Riders & having all the ^{timbers of the} square body framed & bolted together.

She was complete in Frame before the promulgation of the Rules.

If Sheathed, Doubled, or Felted, Yellow Metaland Date when last done March 1835And I am of opinion this Vessel should be Classed 12 A George BayleyThe Amount of the Fee.....£ 5:5:0 is received by me, GMBCommittee Minute 24 March 1835Character assigned A 1 for 12 Years N.D.

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