

No. 1214 Survey held at London Date 28 March 1846  
 on the Back Wigrams Master Chas Patterson  
 Tonnage 286 Built at Moulmein When built Aug 1843  
 By whom built Richardson Owners C Patterson  
 Port belonging to Madras Destined Voyage  
 If Surveyed Afloat or in Dry Dock in Gun Dock and St. Mark Dock

Length aloft .....	94	Feet. Inches.	Extreme Breadth .....	24	Feet. Inches.	Depth of Hold .....	14	Feet. Inches.
<b>Scantlings of Timber.</b>				<b>Thickness of Plank.</b>				
Timber and Space .....	21	feet	Keel to Bilge .....	3	Outside.	Foot Waling .....	6x9	feet.
Floors .....	9	sided	Bilge Planks .....	4 1/2		Bilge Planks .....	4 1/2	
1 <sup>st</sup> Foothooks .....	9	"	Bilge to Wales .....	3		Ceiling in Flat .....	3	
2 <sup>nd</sup> Ditto .....	8	"	Wales .....	4 1/2		Ditto Bilge to Clamp .....	3	
3 <sup>rd</sup> Ditto .....	8	"	Topsides .....	3		Hold Beam Clamps .....	6x10	
Top Timbers .....	8	"	Sheer Strakes .....	3 1/2		Deck Beam Ditto .....	3	
Deck Beams ....N <sup>o</sup> . of 20	8	"	Plank Sheers .....	3 1/2		Ceiling 'twist Decks .....	3	
Hold Beams ....N <sup>o</sup> . of 15	10	"	Water-Ways .....	4		Hold Beam Shells .....	4x9 1/2	
Keel below water 12 in	11	"	Upper Deck .....	4		Deck Beam Ditto .....	4x9 1/2	
Kelsons .....	12	"						

<b>Size of Bolts in Fastenings, distinguishing whether</b>				<b>Iron.</b>			
<b>Copper or Iron.</b>							
Heel-Knee, and Dead Wood abast			Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	1/2	
Scarphs of Keel N <sup>o</sup> .			Butt-End Bolts	3/4	Deck Beam	3/4	
Floor Timber Bolts	1 1/2		Lower Pintle of the Rudder	2 1/2			
Kelson ditto	1 1/2						
Transoms and throats of Hooks	3/4						
Arms of Hooks	3/4						

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of East India Teak the Transoms, Aprons, Knight Heads, Hawse Timbers, of E I Teak and are free from all defects.

The Floors and first Foothooks are composed of E I Teak Timber.  
 The other Foothooks and Top Timbers of E I Teak  
 The Shifts of the first and second Foothooks are not less than 1/2 N. B. When less than prescribed by the Rule, state how many.  
 The rest of the Shifts of the Frame are not seen  
 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 intermediate 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 not checked with Butt at each end of the check. Square heads Teak  
 The Main Kelson is composed of E I Teak and the False Kelson of None  
 The Scarphs of the Kelsons are not less than 6 foot inches.  
 The Deck and Hold Beams are composed of E I Teak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of E I Teak  
 From the first Foothook Heads to the Light Water Mark of E I Teak  
 From the Light Water Mark to the Wales of E I Teak  
 The Wales and Black-strakes are of E I Teak The Topsides of E I Teak  
 The Sheer-strakes and Plank-sheers of E I Teak The Water-ways of E I Teak  
 The Decks of E I Teak State of good  
 The Shifts of the Planking are not less than 6 1/2 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 3 1/2 between

**Planking Inside.**—The Limber-strakes are composed of E I Teak the Bilge Planks of E I Teak  
 The Ceiling, Lower Hold, of E I Teak Between Decks of E I Teak  
 Shelf Pieces of E I Teak Clamps of E I Teak

**Fastenings.**—To Hold Beams waterways over 4x9 1/2 and six pairs of iron hanging knees  
 Deck Beams waterways over and large shelf under and 14 pairs of iron hanging knees (diagonal)  
 Number of Breasthooks two of heads and two of iron Pointers two of iron Crutches one of heads and two of iron  
 Butts End Bolts are of iron in the Bottom, and one Bolt in each Butt End through and clenched.  
 Bilge and Footwaling are bolted through and clenched.  
 General Quality of Workmanship very good

We certify that the preceding is a correct description of the above-named Vessel,  
 Builder's Name \_\_\_\_\_ Surveyor's Name C. H. White



12442 *Servant* and  
Her Masts, Yards, &c. are in *good* condition, and sufficient in size and length.

She has SAILS. CABLES, &c. ANCHORS, and their weights.

No.	Fathoms.	Inches.	No.
2	Fore Sails,	Chain <i>100 fath.</i>	3
2	Fore Top Sails,	<i>98</i>	1
3	Fore Topmast Stay Sails,	Hempen Stream Cable	
1	Main Sails,	Hawser	
3	Main Top Sails,	Towlines	
	and <i>other sails</i>	Warp	
		All of <i>good</i> quality.	

Her Standing and Running Rigging *appears* sufficient in size and *good* in quality.  
She has *one* Long Boat and *two others*  
The present state of the Windlass is *good* Capstan *—* and Rudder *good* *umps good*

**General Remarks—Statement and Date of Repairs.**

*This vessel has a full poop and fore castle, all of East India Trade. The poop has 4 pairs of iron hanging knees to beam and one pair to a transom across the stern beams—when built in 1845 the bottom was wood sheathed over "gull gull" and in March 1846 with Yellow Metal <sup>on top of</sup> ~~over~~ the <sup>original</sup> wood sheathing. The owner has been requested to have new holes drilled in the throats of all the hanging knees of the hold beams to receive in each an additional bolt & which by the accompanying letter he undertakes to do and also to find a stream anchor. She is a remarkably strong little vessel built with good material and careful workmanship and in my opinion may be classed from 1845-12 A 1*

*Wood on hull 1843 & 4 Metal on bottom & sides*  
If Sheathed, Painted, Bitumast, or Coppered When last done *March 1846*  
I am of opinion this Vessel should be Classed *from 1845. 12 A 1*  
The Amount of the Fee.....£ 3 : - : is received by me, *S. A. Ritchie*  
Special .....£ : :  
Certificate (if required) .....£ : 10 : - *W*  
Committee's Minute *17th April 1846*  
Character assigned *12 A 1*

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