

No. 1 Survey held at London Date 12th Dec 1845 to June 1846
on the Ship "Barham" Master In^d Gimblett
Tonnage 1148 1/2 Built at London When built Launched May 27 1846
By whom built Miss^{rs} R & H Green Owners Miss^{rs} R & H Green
Port belonging to London Destined Voyage Madras & Calcutta
If Surveyed Afloat or in Dry Dock On the Slip while Building

From fore part of main stem		Feet. Inches.		Breadth		Feet. Inches.		Depth of Hold		Feet. Inches.	
Length aloft		166 6/10		32 8 1/2		23 1/2					
Scanilings of Timber.											
Timber and Space		each		Inches.		Inches.		Inches.		Inches.	
Floors		sided		13		14 1/2		12 1/2		6	
1st Foothooks		"		12		"		12 1/2		11 1/2	
2nd Ditto		"		11 1/2		"		12 1/2		10 1/2	
3rd Ditto		"		10 1/2		"		11 1/2		9 1/2	
Top Timbers		"		9 1/2		"		10 1/2		7 1/2	
Deck Beams N° 34		Average Space		2-9		"		10		"	
Hold Beams N° 33		Average Space		3-6		"		13		"	
Keel		"		14		"		22		"	
Kelson		"		17		"		10		"	
Thickness of Plank.											
Thick Outside		Inches.		Inches.		Inches.		Inches.		Inches.	
Keel to Bilge		5		Foot Waling		6					
Bilge Planks		5		Bilge Planks		7 of		6			
Bilge to Wales		5		Ceiling in Flat		4 of		3			
Wales		2 of		Ditto Bilge to Clamp		3					
Topsides		4		Hold Beam Clamps		2 of		2			
Sheer Strakes		3 of		Deck Beam Ditto		2 of		4			
Plank Sheers		4		Ceiling twist Decks		3 of		5			
Water-Ways		14x15		Hold Beam Shelves		12x13					
Upper Deck		3		Deck Beam Ditto		12x13					

12798 *Lon*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 .		
<i>Two Suits</i>	Fore Sails,	300	Chain	1 1/4	8	Bower,	39.0.0 30.0.0 34.0.0
	Fore Top Sails,	120	Hempen Stream Cable	9	1	Stream,	9.0.0
	Fore Topmast Stay Sails,	120	Hawser	1 1/2	1	Kedge,	5.0.0
	Main Sails,	120	Towlines	1 1/2			
	Main Top Sails,		Warps &c. in abundance				
and			All of <u>good</u> quality.				

Her Standing and Running Rigging is new sufficient in size and good in quality.She has a Long Boat and three other BoatsThe present state of the Windlass is good Capstan, Pumps and Rudder good**General Remarks—Statement and Date of Repairs.**

She has Diagonal Iron Plate Rides Inside ^{1 1/2} broad, ^{5/8} thick, let wholly into the Timbers and extending from under side of Upper Deck Shelf downwards to Floor Heads 3" apart all fore & aft a Bolt of 7/8 Iron Clinch upon every Timber, except abreast of Wale where they are driven through all.

The four Lower Stakes of Wale have no Treennails but are thoroughly Copper fastened including Lower Deck Bolts; from hence upwards all are Iron Bolted; and from Wale to Keel, Treennails and Copper Butt Bolts in the usual way.

Garboard Stake ^{1 1/2} wide ¹⁰ thick at lower and ⁶ thick at upper edge let 1 inch into Timbers; Bolted edgewise through the opposite Stake at every 5 Feet with Bolts of 7/8 Copper also up and down at every Timber: of English Elm.

Bottom Plank 5 Inches thick throughout Hatchway to both Decks Long: Main 0.0. Fore 5.0 After 4.0
 Forecastle 6.0 x 35.0 Poop 7.0 x 63.0 both well secured with Beams, Shelf, Waterway, Dove Tail Piece Iron knees and Staple Standards.

This Ship is of a Superior description throughout, and is entitled to the highest Character the Rules will allow. It will be perceived that the Shift of Timber is less than the Rules require but it is fully compensated by the Diagonal Plate Rides named above.

If Sheathed, Doubled, Felted, or Coppered Sheathed with Yellow Metal on Paper When last done nowWhere am of opinion this Vessel should be Classed A 1 for 12 yearsThe Amount of the Fee.....£ 5 : - : - is received by me, *La Martin*

Special£ : : :

Certificate (if required)£ : 10 : -

Committee's Minute 11th Sept. 1846Character assigned A 1 for 12 years

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