

No. 1 Survey held at London Date 20th March 1848
 on the Brig "Fortitude" Master G. Cuthbert
 Tonnage 190^{1/10} Built at Cochin When built 1845
 By whom built _____ Owners Thomas Gresham
 Port belonging to London Destined Voyage Battlepool River State
 If Surveyed Afloat or in Dry Dock in Gun Dock

Length aloft 82 6 Extreme Breadth 21 6 Depth of Hold 12 9

Scantlings of Timber.			Thickness of Plank.			
Room and Space	Feet. Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors	sided <u>4 1/2</u>	Moulded <u>8</u>	Keel to Bilge	<u>2 1/2</u>	Limber Strakes	<u>3</u>
1 st Foothooks	<u>7</u>	" <u>4 1/2</u>	Bilge Planks	<u>2 1/2</u>	Bilge Planks	<u>Three of 3</u>
2 nd Ditto	<u>6 1/2</u>	" <u>7</u>	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>2 1/2</u>
3 rd Ditto	<u>6</u>	" <u>7</u>	Wales	<u>4 1/2 3/4</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Top Timbers	<u>5 1/2 6</u>	" <u>5</u>	Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>two 2 1/2</u>
Deck Beams N ^o <u>16</u>	Average Space <u>10</u>	" <u>7</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto	<u>3 1/2</u>
Hold Beams N ^o <u>8</u>	Average Space <u>9</u>	" <u>6</u>	Plank Sheers	<u>3</u>	Ceiling 'twixt Decks	<u>4 1/2 2 1/2</u>
Keel	" <u>11</u>	" <u>12</u>	Water-Ways	<u>9</u>	Hold Beam Shelves	<u>7 1/2 9</u>
Kelsons	" <u>11</u>	" <u>12</u>	Upper Deck	<u>2 1/2</u>	Deck Beam Ditto	<u>8 1/2 9</u>

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft		<u>all of Iron</u>			
Scarphs of Keel	N ^o <u>all of Iron</u>	Bolts thro' the Bilge and Limber Strakes	<u>3/4 5/8</u>	Hold Beam	<u>3/4 7/8</u>
Floor Timber Bolts		Butt End Bolts	<u>5/8</u>	Deck Beam	<u>5/8 3/4</u>
Kelson ditto		Lower Pintle of the Rudder	<u>2 1/4</u>		
Transoms and throats of Hooks					
Arms of Hooks					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of _____ the Transoms, Aprons, Knight Heads, Hawse Timbers, of _____ and are _____ free from all defects. The Floors and first Foothooks are composed of East Indian hard Wood some of Poou Timber. The other Foothooks and Top Timbers of ditto and ditto. The Shifts of the first and second Foothooks are not less than ascertained N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are _____. The Frame is fairly 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 ascertained of the entire moulding at that place. The Frame is _____ chocked with no Butt at each end of the chock. The Main Kelson is composed of Teak and the False Kelson of None. The Scarphs of the Kelsons are not less than _____ feet _____ inches. The Deck and Hold Beams are composed of Teak & other East Indian hard wood.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of East Indian hard wood. From the first Foothook Heads to the Light Water Mark of Teak and East Indian hard wood. From the Light Water Mark to the Wales of ditto. The Wales and Black-strakes are of ditto ditto. The Topsides of ditto. The Sheer-strakes and Plank-sheers of ditto ditto. The Water-ways of Teak. The Decks of Teak State of good. The Shifts of the Planking are not less than 4 Feet 6 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 two & three between

Planking Inside.—The Limber-strakes are composed of East Indian hard wood the Bilge Planks of ditto. The Ceiling, Lower Hold, of ditto Between Decks of ditto. Shelf Pieces of Teak & East Indian hard wood Clamps of East Indian hard wood.

Fastenings.—To Hold Beams Large Shelf and Wood lodging knees. Deck Beams Large Shelf & large Waterways and 10 Pairs of Iron Hanging knees. Number of Breasthooks five Pointers one pair Crutches one of iron. Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes thro' bolted through and clenched. Treenails of None. General Quality of Workmanship rough.

We certify that the preceding is a correct description of the above-named Vessel.
 Builder's Signature _____ Surveyor's Signature _____



10M624-0327

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

14/37 Rev

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .
3	Fore Sails,	180	Chain	1 1/2	3
2	Fore Top Sails,		Hempen Stream Cable	5 1/2	1
3	Fore Topmast Stay Sails,	120	Hawser <u>new 4 1/2</u>	4 1/2	2
2	Main Sails,	80	Towlines	3	
2	Main Top Sails,		Warp		
and 3 jibs <u>new</u>			All of <u>good</u> quality.		

Car Car + 12 Car
 Bower, 10. 11. + 12 Car
 Stream, 7 of different size
 Kedge, 3 of different size

Her Standing and Running Rigging good sufficient in size and _____ in quality.

She has one Long Boat and one other boat

Riding bits & Powerful Capstan
 The present state of the Windlass is _____ Capstan _____ and Rudder birds refitted

General Remarks—Statement and Date of Repairs.

at present bottom stripped, all the outside Plank from the Keel to the gunwale additionally thro bolted with 700 bolts of 1/2 Iron to conform to Table Sect 46 - inside Planking also additionally fastened with 800 short bolts of iron the Vessel has been Caulked from the Keel up and bottom sheathed with Wood on felt and Coppered with Yellow Metal to the keels - an additional iron breasthook has been fitted in the tween decks and a Crutch on the keels of Cabot timbers - lodging knees of shot beams and scarps of Keelson additionally bolted.

This is a shallow sharp Vessel of small Capacity with high quarter deck and forecastle - built of various kinds of East Indian hard wood such as Teak, Ayahla and Poon in our opinion equal to South American hard wood

If Sheathed, ~~Doubled~~ ^{with wood} Felted, or Coppered Yellow Metal When last done March 1848

I am of opinion this Vessel should be Classed _____

The Amount of the Fee.....£ 2 : - : - is received by me,

Special£ 2 : 2 : -

Certificate (if required)£ : 5 : -

Committee's Minute 24th March 1848

Character assigned A 1

Special L. 2

S. A. H. H. H. H. H.
Houston



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