

No. 215828 Survey held at London Date Feb^y 8 March 1850
on the Ship Goldstream Master J. A. Cox
Tonnage 756 Built at Patna Moulmain When built Jan^y 25 1849
By whom built Gockrell & Co Owners J. H. Green
Port belonging to London Destined Voyage Calcutta
If Surveyed Afloat or in Dry Dock In Miss^y Green's Dry Dock

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
Scantlings of Timber.					
Room and Space	Inches.	Inches. Middle. Inches. Ends.	Thickness of Plank.		
Floors	12	Moulded 15 12	Outside.	Inches.	Inside.
1 st Foothooks	12	15 11	Keel to Bilge	4	Limber Strakes
2 nd Ditto	10 1/2	12 9 1/2	Bilge Planks	5	Bilge Planks
3 rd Ditto	10 1/2	11 7 1/2	Bilge to Wales	4	Ceiling in Flat
Top Timbers	10 1/2	9 1/2 7 1/2	Wales	6 1/2	Ditto Bilge to Clamp
Deck Beams N ^o 31	Average Space } 3=6 10 1/2 14	9 1/2 9 1/2	Topsides	3 of 4 1/2	Hold Beam Clamps
Hold Beams N ^o 20	Average Space } 3=6 10 1/2 14	9 1/2 9 1/2	Sheer Strakes	3 of 4 1/2	Deck Beam Ditto
Keel	15	15 1/2	Plank Sheers	4	Ceiling 'twixt Decks
Kelsons	15	15 1/2	Water-Ways	Upper Deck 12x12 Lower Deck 12x14	Hold Beam Shelves
Bilge Keelsons	15	15 1/2	Upper Deck	3	Deck Beam Ditto
Size of Bolts in Fastenings, distinguishing whether					
Copper or Iron.			Iron.		
Heel-Knee, and Dead Wood abaft	N ^o .		Bolts thro' the Bilge and Limber Strakes		
Scarp of Keel			Butt End Bolts		
Floor Timber Bolts			Lower Pintle of the Rudder		
Kelson ditto					
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 4 1/2 Inches. The Stem, Stern Post, are composed of Past India Teak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Past India Teak and are free from all defects. The Floors and first Foothooks are composed of Past India Teak Timber. The other Foothooks and Top Timbers of Past India Teak. The Shifts of the first and second Foothooks are not less than N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are not correctly seen. The Frame is squared from the first Foothook Heads upwards, and well squared and healthy free from sap, and from thence downwards, the frame is well seen. The alternate Frames are bolted together. not correctly seen 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 chocked with Butt at each end of the chock. The Main Kelson is composed of Past India Teak and the Bilge Keelsons of Past India Teak. The Scarphs of the Kelsons are not less than 6 feet 0 inches. The Deck and Hold Beams are composed of Past India Teak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Past India Teak. From the first Foothook Heads to the Light Water Mark of Past India Teak. From the Light Water Mark to the Wales of Past India Teak. The Wales and Black-strakes are of Past India Teak. The Topsides of Past India Teak. The Sheer-strakes and Plank-sheers of Past India Teak. The Water-ways of Past India Teak. The Decks of Past India Teak. State of very good. The Shifts of the Planking are not less than 6 Feet 0 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 three strakes between

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

Fastenings.—To Hold Beams a thick Waterway and Shelf piece, two thick Strakes of Deck next the Waterway and 16 pairs of substantial Iron Hanging Nails all well Bolted. Deck Beams a thick Waterway and Shelf piece, two thick Strakes of Deck next the Waterway and 16 pairs of substantial Iron Hanging Nails all well Bolted. Number of Breasthooks 3 of Iron 6 of Teak. Pointers Dis Hooks Aft of Top Crutches two of Iron. Butts End Bolts are of Iron in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Limber Strakes all of Iron and 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 Signature _____ Surveyor's Signature J. A. Martin

15858 *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 Sails</i>	Fore Sails,	270	Chain	1 1/2	3	Bower,	27 lbs each
	Fore Top Sails,	100	Hempen Stream Cable	10	1	Stream,	
	Fore Topmast Stay Sails,	100	Hawser	0	2	Kedge,	
	Main Sails,	100	Towlines	6			
	Main Top Sails,		Warp				
and			All of <i>good</i> quality.				

W. Martin
March 20th 1849

Her Standing and Running Rigging *is of iron* sufficient in size and *good* in quality.

She has *a* Long Boat and *three other boats*

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

General Remarks—Statement and Date of Repairs.

This Ship is formed with an Elliptic Stern, entirely built of East India Teak of good quality abundantly fastened with through Bolts (Iron) in every part: Workmanship very good She is Trussed Diagonally betwixt Decks, and Transversely so in the whole of Main Body: The Frame well exposed by air courses & at various parts in accordance with Rule Section No 51.

Now done. Caulked from Y Metal Sheathing upman, over all: Keel of Head improved and all Rail's new

If Sheathed, Doubled, Felted, or Coppered *3/4 inch Teak Sheathing upon hull hull and yellow metal over all from masts to keel* When last done *Jan 7 1849*

I am of opinion this Vessel should be Classed *A 1 for 12 years*

The Amount of the Fee.....£ 5 : - : is received by me

Special£ 3 : 3 : 0

Certificate (if required)

Committee's Minute *19th March 1849*

Character assigned *12th*

J. S. Martin
Mar 21. I have the sig

omitting figure