

No. 10 Survey held at London Date June 19 1862
on the Ship Thames Master C. L. F. Daniels
Tonnage Old 1292 Built at London When built 1862 Launched May 31
By whom built Messrs R. & S. Green Owners R. & S. Green
Port belonging to London Destined Voyage Calcutta
Surveyed while Building, Afloat, or in Dry Dock On the building ship and in Dry Dock

Length aloft		Feet.	Inches.	Extreme Breadth Outside		Feet.	Inches.	Depth of Hold		Feet.	Inches.
		217				37	7/10			22	8/10
Scantlings of Timber.											
Timber and Space		217	32	33		32		Outside.		Inside.	
Floors		13 1/2	14	15 1/2	14	15 1/2	13 3/4	Garboard Strakes		6	11
1st Foothooks		13	13 1/2	12	13 1/2	12	13 1/2	Garboard to Bilge		6	6
2nd Ditto		12	12		12 1/2		12 1/2	Bilge Planks		6	6
3rd Ditto		12			13 1/2		13 1/2	Bilge to Wales		6	6
Top Timbers		11		8	10 1/2		7 3/4	Wales		6	6
Deck		No. 45	Average	4 1/2	3 1/2	10	Bulk	Topsides		5	5 1/2
Beams		13 1/2	14	15 1/2	14	15 1/2	13 3/4	Sheer Strakes		5	5 1/2
Deck Beams, length amidships		34	34	34	34	34	34	Plank Sheers		5	5 1/2
Hold		No. 6	Average	4 1/2	3 1/2	10	Bulk	Water - Upper Deck		10	13
Beams		13 1/2	14	15 1/2	14	15 1/2	13 3/4	Ways		12	14
Hold Beams, length amidships		34	34	34	34	34	34	Ditto, faying surface		10	8
Keel		16	17	17	16	16	16	Upper Deck		4	4
Scarp of Ditto		7	7	7	7	7	7				
Keelsons		19	19	19	19	19	19				
Scarp of Ditto		8	8	8	8	8	8				
Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.											
Heel-Knee, & Deadwood abaft		Copper	Iron	Inches	Copper	Iron	Inches	Hold Beam		Copper	Iron
Scarp of Keel, No. 9		1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	Bolts in		1 1/2	1 1/2
Keelson Bolts through Keel		1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	Deck Beam		1 1/2	1 1/2
at each Floor		1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	Bolts in		1 1/2	1 1/2
Bolts thro' Heels of Timbers		1	1	1	1	1	1	Nails or Bolts in Flat of Deck		1 1/2	1 1/2
against Deadwood		1	1	1	1	1	1				

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 4 1/2 Inches. The Space between the Top-Timbers is 6 1/2 Inches.
The Floors consist of English Oak 7 1/2 inch and two 9 inch The First Foothooks of English Oak 13 1/2 inch
The Second Foothooks of English Oak 15 1/2 inch The Third Foothooks and Top Timbers of English Oak 12 1/2 inch
The Shifts of the First and Second Foothooks are not less than 5 1/2 to 6 feet N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are 6 feet
The Frame is well squared from the First Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is very good
The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.
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 choked with a Butt at each end of the chock. The Main piece of Rudder is English Oak of Windlass is English Oak
The Keel is American pine and English Oak The Main Keelson is one of Greenheart and is free from all defects.
The Stem, and Stern Post of English Oak, upper part of 5 1/2 inch The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak and 1 1/2 inch Deadwood, of English Oak and 1 1/2 inch and are free from all defects.
The Deck and Hold Beams of Bulk Iron The Breasthooks of Iron The Knees of Iron
Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is English Oak 1 1/2 inch and 1 1/2 inch or to the First Foothook Heads
From the above named Height to the Light Water Mark 1 1/2 inch
From the Light Water Mark to the Wales Greenheart and 1 1/2 inch
The Wales and Black-strakes are 1 1/2 inch The Topsides & Sheer-strakes 1 1/2 inch
The Spirketting and Plank-sheers 1 1/2 inch The Water-ways { Upper Deck Greenheart Lower Deck Greenheart
The Decks 2 Antic fir State of good
The Shifts of the Planking are not less than 16 Feet 16 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 between, and without step-butt
Planking Inside.—The Limber-strakes and Bilge-strakes are Greenheart and a few planks of 1 1/2 inch
The Ceiling, Lower Hold, and between Decks 1 1/2 inch and a few of Greenheart Shelf Pieces and Clamps Shelf of Greenheart and 1 1/2 inch
Fastenings.—To Hold Beams Iron bolts, stronger plate on ends of beams 2 feet x 1/2 inch and tie plates and tie plates on each side of deck ways all fore and aft 18 x 1/2 inch
Deck Beams Iron bolts, stronger plate on ends of beams 2 feet x 1/2 inch and tie plates
Number of Breasthooks 8 of Iron Painters Iron Crutches 3 of Iron
Butt End Bolts are of metal in the Bottom, and one Bolt in each Butt End through and clenched.
Bilge and Limber Strakes metal bolted through and clenched. Treenails of Locust How Made Turner
Thickstuff over Double Floors metal bolted through and clenched. General Quality of Workmanship good
We certify that the above is a correct description of the several particulars therein given
Builder's Signature John W. Green Surveyor's Signature John W. Green
LON645-0463

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

24751 Jan.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

Two Sails and
Same Spare
and

N^o.
Fore Sails,
Fore Top Sails,
Fore Topmast Stay Sails,
Main Sails,
Main Top Sails,

Test produced 12
Chain 300 2
Hemp Stream Cable 75 1/8
Hawser
Towlines 90 9
Warp 90 6
All of good quality.

N^o. Weight.
Bower, 1 46 1/2 14
Stream, 1 42 1/2 0
Kedge, 1 6 1/2 7

Her Standing and Running Rigging of Wire and hemp sufficient in size and good in quality.

She has one Long Boat and 4 others

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

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys
held while building,
as per Section 35.

1st. When the Frame is completed
2nd. When the Beams are put in, &c.
3rd. { When completed, and before the
plank be painted or payed }

During building

This vessel is similar to the "Plover" built by Messrs Green in 1860, fitted with Iron beams on the same plan as the above named vessel. Please see London Rep^t N^o 23260 and sketches attached. She has 28 pairs of diagonal iron straps fitted and let into the frame, extensionally extending from the gunwale down over the floor and they are spaced at 4" 6 in a square amidships and about 5 feet forward and aft, each of 5 x 3/4 being 1/2 in more in N^o than required by the Rules Sec^t 39. She has 13 pairs of iron sided 4 1/2 x 3 tapered at the ends and extending from the under part of solid beam shelf to the sides of Sister Kelsons and metal bottom. All the material fastenings are of yellow metal to exclusion of iron except the deck (the same being of galvanized iron punched down and plated on white lead).

J. H. Ketcher

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered Y. M. on paper When last done now done

we are
of opinion this Vessel should be Classed 13 A 1.

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

Special£ 10 : 10 : -

Certificate£ : : -

Committee's Minute 1st July 18 62.

Character assigned Ex 1 for 13 years



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Foundation