

No. Survey held at London Date July 18th to Aug 26th 1862
on the Brig "Summa" Master Geo Phillips
Tonnage Old New 346 4 3 Built at Bombay When built 1848 Launched
By whom built By H.M. Government Owners Imp^l Lynch Bros
Port belonging to London Destined Voyage Bussorah
If Surveyed while Building, Afloat, or in Dry Dock Imp^l Wigram's Dry Dock & W. J. Duck

Length aloft		Feet.		Inches.		Extreme Breadth Outside		Feet.		Inches.		Depth of Hold		Feet.		Inches.	
		110						32		4				15		9	
Scantlings of Timber.																	
TIMBER AND SPACE		Sided.		Moulded.		REQUIRED PER RULE.		Sided.		Moulded.		Thickness of Plank.					
		Middle.		Ends.		Middle.		Ends.				Outside.					
												INCHES.					
												In Ship. Required per Rule.					
												Inside.					
												In Ship. Required per Rule.					
Floors		26		not seen		10 1/4		10 1/4		8 3/4		Garboard Strakes					
1st Foothooks		8 to 10				9 1/4						Garboard to Bilge					
2nd Ditto		8 to 9				8 3/4						Bilge Planks					
3rd Ditto		8				8						Bilge to Wales					
Top Timbers		7 1/2		6		7 1/4				5 1/4		Wales					
Deck		No 27		Average Space		3.9		10		8 1/2		8 1/2		9 1/4		9 1/4	
Beams		No 27		Average Space		3.9		10		8 1/2		8 1/2		9 1/4		9 1/4	
Deck Beams, length amidships		2.9		6													
Hold		No 20		Average Space		3.0		7		6 1/2		6 1/2		12 1/4		12 1/4	
Beams		No 20		Average Space		3.0		7		6 1/2		6 1/2		12 1/4		12 1/4	
Hold Beams, length amidships		2.7															
Keel		12		not seen				11 3/4		11 3/4							
Scarphs of Ditto		not seen															
Keelsons		11		11				12 3/4		12 3/4							
Scarphs of Ditto		not seen															

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Copper or Y.M. in Ship.		Iron in Ship.	Inches required per Rule	Copper or Y.M. in Ship.		Iron in Ship.	Inches required per Rule	Copper or Y.M. in Ship.		Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft.		1 1/4	1 1/8	Transoms and throats of Hooks		1 1/8	1	Hold Beam		7/8	7/8
Scarphs of Keel, N ^o .		not seen	7/8	Arms of Hooks		1 1/8	7/8	Bolts in		7/8	7/8
Keelson Bolts through Keel		1 1/4	1	Thro' Bilge & Limber Strakes		3/4	3/4	Deck Beam		7/8	13/16
at each Floor		1 1/4	1	Thickstuff over Double Floors		3/4	3/4	Bolts in		7/8	13/16
Bolts thro' Heels of Timbers		not seen	3/4	Butt End Bolts		3/4	3/4	Shelf or Clamp		7/8	13/16
against Deadwood		not seen	3/4	Pintles of the Rudder		3 1/4	3 1/2	Nails or Bolts in Flat of Deck		not seen	not seen
								Treenails		Inches	Inches

Timbering.—The Space between the Floor Timbers and Lower Foothooks is not seen inches. The Space between the Top-Timbers is 5 1/2 inches.

The Floors consist of Seak. The First Foothooks of Seak.

The Second Foothooks of Seak. The Third Foothooks and Top Timbers of Seak.

The Shifts of the First and Second Foothooks are not less than seen. 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 quite free from sap, and from thence downwards, the frame is good where seen.

The alternate Frames are not seen bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are not seen close together; their thickness not less than seen of the entire moulding at that place.

The Frame is not seen chocked with not seen Butt at each end of the chock. The Main piece of Rudder is Seak of Windlass is E. Oak.

The Keel is Seak. The Main Keelson is Seak and is free from all defects.

The Stem, and Stern Post of Seak. The Transoms, Knight Heads, Hawse Timbers,

and Aprons of Seak. Deadwood, of Seak where seen and are quite free from all defects.

The Deck and Hold Beams of Seak. 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 Seak

or to the First Foothook Heads }

From the above named Height to the Light Water Mark Seak

From the Light Water Mark to the Wales Seak

The Wales and Black-strakes are Seak. The Topsides & Sheer-strakes Seak

The Spirketting and Plank-sheers Seak. The Water-ways { Upper Deck Seak

The Decks Seak. Lower Deck Seak

The Shifts of the Planking are not less than 3 Feet 0 Inches. State of not seen

or partial, and if partial, in what part of the Ship. N. B. If less than prescribed by the Rule, state whether general

The Planking is wrought three between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are Seak

The Ceiling, Lower Hold, and between Decks Seak. Shelf Pieces and Clamps Seak

Fastenings.—To Hold Beams Shelf & Waterway and each Beam end through

bolted

Deck Beams Shelf & Waterway and 19 pairs of Iron Horn Knees

Number of Breasthooks four. Pointers none required. Crutches four

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched, and one short bolt.

Bilge and Limber Strakes are bolted through and clenched. Treenails of Iron How Made not seen

Thickstuff over Double Floors are bolted through and clenched. General Quality of Workmanship Very Good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature not seen Surveyor's Signature not seen

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

24859 LOW

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
	Fore Sails,	Chain	100 1 ³ / ₈		1-21.1.0
	Fore Top Sails,	Hempen Stream Cable			1-21.2.0
Two Sails	Fore Topmast Stay Sails,	Hawser	90 7		1-18.2.0
	Main Sails,	Towlines	50 1 ¹ / ₂		1-4.2.23
	Main Top Sails,	Warp			1-2.2.0
and		All of <u>good</u> quality.			

Her Standing and Running Rigging wire & Hemp sufficient in size and good in quality.

She has one Long Boat and two others

The present state of the Windlass is new Capstan good Rudder good Pumps Two of Messys

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 } _____

She was built in Bombay, under a Shed, in H. M. Dock Yard, intended for a Gun Brig of War. was constructed under the Superintendence of Mr. Turner the present Master Shipwright of Woolwich Dock Yard. was designed by Mr. William Symonds, has a great rise of floor, very like the Bridship section appended - is filled in solid between the timbers of the frame, from the light-water mark to the keel, as practised in the Government Service - is diagonally trussed in the Hold, and has iron plates inserted in the frame, arranged diagonally and six feet apart - the Hold Beams are much smaller than required by the Rules, but much closer together, plank has been taken out between the trusses in various places for the purpose of examining the frame, which proved quite satisfactory where ever seen. And altho in many respects her build does not accord with the Rules, upon the whole, we consider her stronger than if she had been built strictly by them - As far as we have been able to examine she is fastened with Copper bolts to the exclusion of either trenails or iron, and having been built under a Shed as shown by a Certificate from Mr. Turner we beg respectfully to submit her Claims to the Committee for 15 years L. & L. from 1848. She has not been employed since she was built - Has had a prop House now fitted 27 feet long formed of Angled iron and Oak Planking -

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on paper When last done now

For of opinion this Vessel should be Classed 15 L & L

The Amount of the Fee.....£ 4 : - : - is received by me,

Special£ 6 : 6 : -

Certificate£ : 5 : -

Committee's Minute 20th August 1852

Character assigned As for 15 years

B. Weymouth
J. H. Ritchie
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