

No.

Survey held at

London

Date April to Aug 22nd

2567

18

in the Ship "The Tweed" late "Punjab" Master William Stuart

Old Built at Bombay When built 1837 Launched

By whom built New 1744 100

Owners Messrs McMillan &

Port belonging to London Destined Voyage India

Surveyed while Building afloat, or in Dry Dock Messrs Carters Dry Dock & W. J. Smith

Length aloft		Feet.		Inches.		Extreme Breadth Outside		Feet.		Inches.		Depth of Hold		Feet.		Inches.	
350		0				39 1/2		35		0							
Scantlings of Timber.				Thickness of Plank.													
Timber and Space				Outside.				Inside.									
Feet.				Inches.				Inches.				Inches.					
Sided, IN SHIP. Moulded.				In Ship. Required per Rule.				In Ship. Required per Rule.				In Ship. Required per Rule.					
Middle. Ends.				Middle. Ends.				Middle. Ends.				Middle. Ends.					
30				Garboard Strakes .. 13 4 1/2				Limber Strakes none 6 1/4									
15 1/2 16				Garboard to Bilge 13 5 1/2 4 1/2				Bilge Planks 4 1/2 6 1/2 6 1/2									
15				Bilge Planks 6 4 1/2				Ceiling in Flat none 4 1/4									
12 1/2 15				Bilge to Wales 5 6 7 4 1/2				Ditto Bilge to Clamp 4 1/4									
12				Wales 7 6 1/2				Hold Beam Clamps .. 5 1/2									
11				Topsides 5 5 1/2				Deck Beam Ditto 2 1/2 x 3 1/2 4 1/4									
12 10 1/2				Sheer Strakes 7 5 1/4				Ceiling 'twixt Decks 8 3 1/4									
10 8 1/2				Plank Sheers 5 4 1/4				Hold Beam Shelves .. 13 x 13 14 1/4 x 12 1/2									
12 10 1/2 8 1/2				Water { Upper Deck 11 1/2 x 13 10 1/4 x 8 1/2				Deck Beam Ditto .. 14 x 16 10 1/4 x 8 1/2									
12 10 1/2 8 1/2				Ways { Lower Deck 4 x 16 14 1/4 x 12 1/2				Orlop Shelf 12 x 12									
11 9				Ditto, faying surface against Timbers .. 11 1/2 8 1/2				Orlop Beams - 2 1/2 in ho									
18				Upper Deck 4 4 1/4				Sided 10 x 10									
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ANCHORS, and their weights.

CABLES, &c.

N^o.

Fore Sails,
Fore Top Sails,
Fore Topmast Stay Sails,
Main Sails;
Main Top Sails,

	Fathoms.	Inches.
Tested <i>663 1/4</i>	<i>257 1/2</i>	<i>12 1/2</i>
Chain <i>Tested to 72</i>	<i>63</i>	<i>8 1/2</i>
<i>Chain</i>		
New pen Stream Cable <i>By the hot tank</i>		<i>1 3/8</i>
Hawser <i>Chain</i>	<i>90</i>	<i>13</i>
Towlines	<i>90</i>	<i>9 1/2</i>
Warp	<i>90</i>	<i>6 1/2</i>
All of <i>Good</i> quality.		

Bower,	33.8	1	37.0
Anchor & Chains tested at the Society's No.	33.8	1	37.0
Stream,	33.8	1	37.0
Kedge,	33.8	1	37.0

and

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

She has one Long Boat and 4 others
The present state of the Windlass is Walker & Emersons Patent Capstan Two Rudder good Pumps 4 in No 2 of 2 & 2 of 6

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 }

as per Section 35. 3rd. { When completed, and before the plank be painted or payed }

She was built in Bombay Dockyard in 1837 as a Paddle Steamer for the East India Company, and has recently had her Engines and Boilers, Paddle Boxes & taken from her transforming her into a sailing ship, the Engine Beams and Paddle Beams remaining in her cut off flush with the outside plating. She is over six times her breadth and ten times her depth for length and has very fine ends. Her outside planking in the bottom it appears is ⁱⁿ ^{two} thicknesses (as shown in the midship section) the inside one being her bottom up to the upper part of bilge is filled in solid between the timbers of the frame and in midships right up. She is diagonally trussed as shown in the sketch with 12 x 6 trusses spaced 2.6 apart; her Engine Beams are 19.11 from the floors and her lower deck Beams 15.11 from the floors - the upper deck beams are larger than required by the Rules and closer but the lower deck ones much smaller - In midships there is a distance of about 60 feet without either lower deck shelf or waterway and the lower deck beams about 37 feet apart in midships. She has had two Box Iron Orlop Beams 12 x 15 added placed under the lower deck midship beams - In reference to the large space in midships without beams, and the lack of longitudinal strength I beg to refer to the letter written to the Owner dated 27th May last - She is copper bolted to exclusion of treenails, from the keel to the top of the masts from the keel up down. She has kept her shew well, and the work about her is remarkably good - A Forecastle 50 feet long, a poop 53 feet long and a Deck House in midships has been added. She is stronger longitudinally than the "Assaye" her sister ship - having two sheer strakes and a strake of spirit railing continuous over the Paddle Beams, which the latter has not - She has declined to add any additional strength - I beg respectfully to submit these particulars for the consideration of the Committee

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good
~~If Sheathed, Doubled, Felted, or Coppered~~ When last done Now

I am of opinion this Vessel should be Classed

The Amount of the Fee.....£ 5 : — : is received by me, *Ry*

Special£10:10:- *W*

Certificate£ : 5 : - ~~7~~

Committee's Minute 3 September 1843

Character assigned

Δ 1 for one Grant or under

Lloyd's Register
Foundation