

No. 2019 Survey held at Brighton Date 29th June 1864
on the Brig Patra Master R Cox
Tonnage Old Built at Brighton When built 1864 Launched June
By whom built Dewdney Bros Owners Dart & Co
Port belonging to Brighton Destined Voyage Australia
Surveyed while Building, Afloat, or in Dry Dock Surveyed while building

Length aloft		101		Feet. 5		Inches.		Extreme Breadth Outside		23		Feet. 6		Inches.		Depth of Hold		12		Feet. 9		Inches.	
Scantlings of Timber.																							
TIMBER AND SPACE																							
Floors		20		8 1/2		10		-		20		8											
1 st Foothooks		7 1/2		8 1/2		-		-		7		8 1/2											
2 nd Ditto		7		-		-		-		6 1/2													
3 rd Ditto		6 1/2		-		-		-		8													
Top Timbers		6		-		5		-		-		4 1/2											
Deck } N ^o 21		Average		Space		4 ft																	
Beams }		8 1/2		8 1/2		7 1/2		7 1/2		8 1/2													
Deck Beams, length amidships		10 1/2		10 1/2		9 1/2																	
Hold } N ^o 2		Average		Space																			
Beams }		10 1/2		13		-		10		10													
Hold Beams, length amidships		6 3/4																					
Keel		13		13 1/2		-		11		11													
Scarphs of Ditto		6 3/4																					
Keelsons																							
Scarphs of Ditto																							

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.		
Heel-Knee, & Deadw'd abaft			1 1/8			1 1/8			1 1/8		
Scarp of Keel, N ^o 8	7/8	3/4	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
Keelson Bolts through Keel at each Floor	-	1 1/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8
Bolts thro' Heels of Timbers against Deadwood	-	3/4	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
Transoms and throats of Hooks	-	1	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8
Arms of Hooks	2 1/8	-	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8
Thro' Bilge & Limber Strakes	7/8	-	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8
Thickstuff over Double Floors	7/8	-	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8
Butt End Bolts	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8
Pintles of the Rudder	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8
Hold Beam Bolts in	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8
Waterway	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8
Knees	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8
Shelf or Clamp	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8
Deck Beam Bolts in	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8
Waterway	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8
Knees	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8
Shelf or Clamp	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8
Nails or Bolts in Flat of Deck	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8
Treenails	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8	7/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 Inches. The Space between the Top-Timbers is 1 Inches.
The Floors consist of 6 Oak The First Foothooks of 6 Oak
The Second Foothooks of 6 Oak The Third Foothooks and Top Timbers of 6 Oak
The Shifts of the First and Second Foothooks are not less than 3 ft 3 in N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are good
The Frame is well squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is square & good
The all 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 double chocked with a Butt at each end of the chock. The Main piece of Rudder is 6 Oak of Windlass is 6 Oak
The Keel is 6 Oak The Main Keelson is 6 Oak and free from all defects.
The Stem, and Stern Post of 6 Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of 6 Oak Deadwood, of 6 Oak and are free from all defects.
The Deck and Hold Beams of 6 Oak The Breasthooks of 6 Oak & Iron The Knees of 6 Oak
Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is 6 Oak
or to the First Foothook Heads }
From the above named Height to the Light Water Mark 6 Oak
From the Light Water Mark to the Wales 6 Oak
The Wales and Black-strakes are 6 Oak The Topsides & Sheer-strakes 6 Oak
The Spirketting and Plank-sheers 6 Oak The Water-ways { Upper Deck 6 Oak
Lower Deck 6 Oak
The Decks 6 Oak State of good
The Shifts of the Planking are not less than 5 Feet 3 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-butting.
Planking Inside.—The Limber-strakes and Bilge-strakes are 6 Oak
The Ceiling, Lower Hold, and between Decks Greenheart & 6 Oak Shelf Pieces and Clamps Greenheart & 6 Oak
Fastenings.—To Hold Beams Iron double Lodging Trems

Deck Beams Wood double Lodging Trems & 4 1/2" Iron Hanging D
Number of Breasthooks 3 Pointers 1 1/2" Iron Crutches Iron
Butt End Bolts are of 7/8 y in in the Bottom: two Bolts in each Butt End Iron through and clenched.
Bilge and Limber Strakes are bolted through and clenched. Treenails of 6 Oak How Made United
Thickstuff over Double Floors are bolted through and clenched. General Quality of Workmanship is good
We certify that the above is a correct description of the several particulars therein given
Builder's Signature J. H. D. M. dury Surveyor's Signature M. P. B. dury

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

She has SAILS.

Collier's Machine
CABLES, &c.

Collier's Machine
ANCHORS, and their weights.

N ^o .		<i>Tons</i>	Fathoms.	<i>Inches.</i>		<i>Tons</i>	N ^o .	Weight.
2	Fore Sails,	Chain <i>Prof.</i> 22	180	1 1/4	Bower, <i>Prof.</i> 11-12	1	11-3-1	
2	Fore Top Sails,	Hempen Stream Cable	90	8 1/2	10-8	1	10-1-8	
2	Fore Topmast Stay Sails,	Hawser	90	6 3/4	Stream, 6-10	1	4-3-0	
2	Main Sails,	Towlines	90	4 1/2				
2	Main Top Sails,	Warp	180	3 1/2	Kedge,	1	2-0	
and <i>other necessary Sails</i>		All of <i>good</i> quality.						

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

She has one Long Boat and one other

The present state of the Windlass is secure Capstan Do Rudder Do Pumps 2 Iron

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	<u>3rd Nov 1863</u>
	2nd. When the Beams are put in, &c.	<u>Feb 4 1864</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>June "</u>

This is a good built Vessel. The frame is square and free from sap, the plank outside and inside is of the best quality and free from defects, also the Beams, Waterways and materials throughout. She is well fastened in accordance with the Rules and in my opinion fully entitled to her intended Class

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

If Sheathed, Doubled, Felted, or Coppered 4th on Hull When last done ✓

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

The Amount of the Fee.....£ 2: 0: 0 is received by me,

John M. M.
Special£ 9: 3: 0
Certificate£ ✓

Committee's Minute 5th July 1864

Character assigned 1 for 12 Years



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Foundation