

No. 2860 Survey held at Sunderland Date December 1 Jan^r 1845
on the 13th "Rohet" Master J. T. Parker
Tonnage 365 Built at Sunderland When built 1845
By whom built Mr. Abbey Owners R. W. Hodgson
Port belonging to Newcastle Destined Voyage Bombay
If Surveyed Afloat or in Dry Dock during the Building

Length aloft 109 Feet. 1 Inches. Extreme Breadth 27 Feet. 1 Inches. Depth of Hold 18 Feet. 6 Inches.

Scantlings of Timber.				Thickness of Plank.			
Timber and Space.....	each	Inches.		Outside.	Inches.	Inside.	Inches.
Floors.....	sided	<u>11</u>	Moulded <u>11 1/4</u> <u>9 1/4</u>	Keel to Bilge	<u>3</u>	Foot Waling	<u>4</u>
1 st Foothooks.....	"	<u>9 1/10</u>	" <u>9</u>	Bilge Planks	<u>1</u>	Bilge Planks	<u>4</u>
2 nd Ditto.....	"	<u>9 9/10</u>	" <u>8 1/2</u>	Bilge to Wales.....	<u>3 1/2</u>	Ceiling in Flat	<u>2 3/4</u>
3 rd Ditto.....	"	<u>8</u>	" <u>7 1/2</u>	Wales	<u>5</u>	Ditto Bilge to Clamp.....	<u>3</u> and <u>2 1/2</u>
Top Timbers	"	<u>7 1/8</u>	" <u>5</u>	Topsides	<u>2 1/4</u>	Hold Beam Clamps	<u>5</u>
Deck Beams.....	N ^o . of <u>3.5</u>	<u>9 1/2</u>	" <u>9 1/2</u> <u>5 1/2</u>	Sheer Strakes	<u>4</u>	Deck Beam Ditto.....	<u>3 1/2</u>
Hold Beams.....	N ^o . of <u>3.8</u>	<u>11 1/2</u>	" <u>11 1/2</u> <u>9</u>	Plank Sheers.....	<u>4</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Keel	"	<u>11</u>	" <u>9 1/2</u>	Water-Ways.....	<u>7</u>	Hold Beam Shelves	-
Kelsons	"	<u>13 1/2</u>	" <u>14</u>	Upper Deck	<u>3</u>	Deck Beam Ditto.....	-

Copper.		Inches.	Copper.		Inches.	Iron.		Inches.
Heel-Knee, and Dead Wood abaft		<u>1 1/2</u>	Bolts thro' the Bilge and Foot Waling		<u>3/4</u>	Hold Beam		<u>1 1/2</u>
Scarp of Keel.....	N ^o . <u>8</u>	<u>3/4</u>	Butt End Bolts		<u>3/4</u>	Deck Beam		<u>1 1/2</u>
Floor Timber Bolts		<u>1</u>	Lower Pintle of the Rudder		<u>3/8</u>			
Kelson ditto		<u>1 1/2</u>						
Transoms and throats of Hooks		<u>1 1/2</u>						
Arms of Hooks		<u>1 1/2</u>						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of Eng^l Oak. The Shifts of the first and second Foothooks are not less than 1 1/4 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are sufficient. The Frame is square squared from the first Foothook Heads upwards, and reasonably free from sap, and from thence downwards, the frame is generally well squared. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1 1/2 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. The Main Kelson is composed of Green Heart and Eng^l Oak and the False Kelson of Amer^o Oak. The Scarphs of the Kelsons are not less than 6 feet — inches. The Deck and Hold Beams are composed of English Oak and Green Heart.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer^o Oak. From the first Foothook Heads to the Light Water Mark of Eng^l Oak. From the Light Water Mark to the Wales of Green Heart in Midships; Short Head of Eng^l Oak. The Wales and Black-strakes are of Green Heart, Red Cedar, Afr^o and Eng^l Oak. The Topsides of Pitch Pine, Cedar and Oak. The Sheer-strakes and Plank-sheers of Eng^l Oak and Green Heart. The Water-ways of Pitch Pine. The Decks of Yellow Pine. State of good and well laid. The Shifts of the Planking are not less than 5 Feet — 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 Strakes between

Planking Inside.—The Limber-strakes are composed of Eng^l Oak the Bilge Planks of Eng^l Oak. The Ceiling, Lower Hold, of Eng^l Oak Between Decks of Pitch Pine, Green H^t and Foreign Oak. Shelf Pieces of — Clamps of Eng^l Oak.

Fastenings.—To Hold Beams Iron Staps holding them also 9 Iron hanging knees and 4 Staps. Deck Beams One Wood holding knee and an iron hanging knee. Number of Breasthooks 5. Pointers One pair; Iron Hook, One Crutches and 2 Irons. Butts End Bolts are of Eng^l Metal in the Bottom, and One Bolt in each Butt End through and clenched. Bilge and Footwaling is bolted through and clenched. General Quality of Workmanship Sound and good throughout.

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Name

Surveyor's Name

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 .		
2	Fore Sails,	240	Chain	1 1/2	3	Bower,	17-17-16
2	Fore Top Sails,	80	Hempen Stream Cable	8 1/2	1	Stream,	4 1/2
2	Fore Topmast Stay Sails,	70	Hawser	7 1/2	1	Kedge,	2 1/2
2	Main Sails,	80	Towlines	6			
2	Main Top Sails,	80	Warp	5			
and well found			All of <u>good</u> quality.				

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

She has One Long Boat and Two other Boats

The present state of the Windlass is Secure Capstan Wreck and Rudder Secure

with Irons

General Remarks—Statement and Date of Repairs.

The General appearance of the Vessel is firm and substantial.
The material employed in the Building, together with the workmanship and
fastenings throughout are all very good and in every way eligible to be
Classed as second hand

has repeatedly surveyed during the Building & suitable to the Rules

If Sheathed, Doubled, Felted, or Coppered Coppered & Water When last done November 1845

I am of opinion this Vessel should be Classed 10 A.1.

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

Special£ : :

Committee's Minute 2nd Jan'y 1846

Character assigned A 1 per 10 tons



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