

No. 2938 Survey held at Sunderland

Date

April 26<sup>th</sup>

1846

on the R<sup>th</sup> "Indian Chief"

Master

Notle

Tonnage 349 <sup>on</sup> 410 <sup>on</sup> Built at Sunderland

When built

1846

By whom built John Brown

Owners

J. Wemyss & Co

Port belonging to Fraserburgh

Destined Voyage

India

If Surveyed Afloat or in Dry Dock

During the Building

Length aloft ..... Feet. 106 Inches. Extreme Breadth ..... Feet. 26 Inches. Depth of Hold ..... Feet. 18 Inches.

Scantlings of Timber.

|   | each  | inches. | Moulded | inches. | inches. | Ends |
|---|-------|---------|---------|---------|---------|------|
| Timber and Space                          | ..... | 13 1/2  |         |         |         |      |
| Floors                                    | ..... | 12 1/2  |         |         |         |      |
| 1 <sup>st</sup> Foothooks                 | ..... | 11      |         | 9 1/2   |         |      |
| 2 <sup>nd</sup> Ditto                     | ..... | 10      |         | 8 3/4   |         |      |
| 3 <sup>rd</sup> Ditto                     | ..... | 9       |         | 7 1/2   |         |      |
| Top Timbers                               | ..... | 8       |         | 4 3/4   |         |      |
| Deck Beams N <sup>o</sup> . of 4 x 4 1/2  | ..... | 9       |         | 1       | 5 1/2   |      |
| Hold Beams N <sup>o</sup> . of 10 x 7 1/2 | ..... | 11      |         | 11      | 8 1/2   |      |
| Keel                                      | ..... | 11      |         | 9 1/2   |         |      |
| Kelsons                                   | ..... | 12      |         | 14 1/2  |         |      |

Thickness of Plank.

| Outside.       | inches. | Inside.              | inches. |
|----------------|---------|----------------------|---------|
| Keel to Bilge  | 3       | Foot Waling          | 3 1/2   |
| Bilge Planks   | 4 1/4   | Bilge Planks         | 4       |
| Bilge to Wales | 3 1/2   | Ceiling in Flat      | 2 1/2   |
| Wales          | 4 1/2   | Ditto Bilge to Clamp | 2 1/2   |
| Topsides       | 3 1/4   | Hold Beam Clamps     | 4       |
| Sheer Strakes  | 3 1/2   | Deck Beam Ditto      | 3       |
| Plank Sheers   | 3       | Ceiling 'twixt Decks | 2       |
| Water-Ways     | 5       | Hold Beam Shelves    | 4       |
| Upper Deck     | 3       | Deck Beam Ditto      | 4       |

Size of Bolts in Fastenings, distinguishing whether

Iron.

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 14 1/2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of Afric and Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English and Afric 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 English Oak

The Shifts of the first and second Foothooks are not less than 1 1/2 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 fairly squared from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is fairly well squared

The alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are fairly close together; their thickness not less than 1 1/4 of the entire moulding at that place.

The Frame is fairly choiced with a Butt at each end of the choick.

The Main Kelson is composed of English Oak and the False Kelson of Afric Oak

The Scarphs of the Kelsons are not less than 6 feet 4 inches.

The Deck and Hold Beams are composed of English Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Afric Oak

From the first Foothook Heads to the Light Water Mark of Foreign Oak

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of English Oak The Topsides of English Oak

The Sheer-strakes and Plank-sheers of English Oak The Water-ways of English Oak

The Decks of Yellow pine State of good

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 fairly between

Planking Inside.—The Limber-strakes are composed of Afric Oak the Bilge Planks of Foreign Oak

The Ceiling, Lower Hold, of Afric and Afric Oak Between Decks of English Oak

Shelf Pieces of Afric Oak Clamps of Afric Oak

Fastenings.—To Hold Beams on Staple Lashing Knees, also 9 Iron Lashing Knees and 5 Standard

on each side One Wood Lashing Knee and an Iron Lashing Knee

Deck Beams

Number of Breasthooks Six Pointers One Crutches on each side and 2 Transom Knees

Butts End Bolts are of Copper 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 good

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

Builder's Name John Brown

Surveyor's Name John Brown



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

| She has SAILS.        |                          |          | CABLES, &c.                 |         |                  | ANCHORS, and their weights. |        |           |
|-----------------------|--------------------------|----------|-----------------------------|---------|------------------|-----------------------------|--------|-----------|
| N <sup>o</sup> .      |                          | Fathoms. |                             | Inches. | N <sup>o</sup> . |                             |        |           |
| 2                     | Fore Sails,              | 200      | Chain .....                 | 1 1/4   | 3                | Bower,                      | 15 1/2 | 15-14.2.1 |
| 1                     | Fore Top Sails,          | 75       | Hempen Stream Cable .....   | 8       | 1                | Stream,                     | 3.3.26 |           |
| 2                     | Fore Topmast Stay Sails, | 60       | Hawser .....                | 7/8     | 1                | Kedge,                      | 1.3.0  |           |
| 1                     | Main Sails,              | 80       | Towlines .....              | 6       |                  |                             |        |           |
| 2                     | Main Top Sails,          | 80       | Warp .....                  | 5       |                  |                             |        |           |
| and <u>well found</u> |                          |          | All of <u>good</u> quality. |         |                  |                             |        |           |

Her Standing and Running Rigging Keel 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 Winch and Rudder Secure  
both purchase

**General Remarks—Statement and Date of Repairs.**

Was regularly surveyed during the trial being: notes taken at the following dates  
21. 2. 16. 13. 13  
1. 2. 2. 3. 4

A certificate of class is assigned as early as possible

If Sheathed, Doubled, Felted, or Coppered Iron Metal & Wals When last done April 1846

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

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

Special .....£ : :

Certificate (if required) .....£ : 10: -

Committee's Minute 21<sup>st</sup> April 1846

Character assigned A 1 per 10 ton

John Brunton

