

No. 1426 Survey held at Sunderland

Date

Per 14/1/481848

on the

Ship

Master

Tonnage

283

Built at

Sunderland

When built

1847

By whom built

W. Naisby

Owners

R. S. Lindsay

Port belonging to

London

Destined Voyage

London

If Surveyed Afloat or in Dry Dock

during Building

Length aloft			Extreme Breadth			Depth of Hold		
Feet.	Inches.		Feet.	Inches.		Feet.	Inches.	
96	4		26	4		16	6	
Scantlings of Timber.								
Timber and Space			Inches.	Inches.	Inches.	Thickness of Plank.		
Floors			each	Moulded		Outside.	Inside.	
1 st Foothooks			9 1/2	8 1/2		Keel to Bilge	Foot Waling	3
2 nd Ditto			9 1/2	8		Bilge Planks	Bilge Planks	4
3 rd Ditto			8 1/2	7		Bilge to Wales	Ceiling in Flat	3 1/4
Top Timbers			8	5		Wales	Ditto Bilge to Clamp	4 1/2
Deck Beams N ^o 22	Average Space } 4 to 5 1/2		8 1/2	5 1/2		Topsides	Hold Beam Clamps	2 1/2
Hold Beams N ^o 14	Average Space } 4 to 5		11	8		Sheer Strakes	Deck Beam Ditto	3 3/4
Keel			11	12		Plank Sheers	Ceiling 'twixt Decks	3
Kelsons			12 1/2	27		Water-Ways	Hold Beam Shelves	4 1/4
						Upper Deck	Deck Beam Ditto	3

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft	1	Copper or Iron.			
Scarp of Keel.....N ^o . 8	3/4	Bolts thro' the Bilge and Foot Waling	3 1/4 1/8	Hold Beam	1' 7/8
Floor Timber Bolts	1	Butt End Bolts	5/8	Deck Beam	16' 3/4
Kelson ditto	1	Lower Pintle of the Rudder	3		
Transoms and throats of Hooks	1' 1/4				
Arms of Hooks	7/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 Inches. The Space between the Top-timbers is 3 to 6 Inches. The Stent, Stern Post, are composed of Eng Oak the Transoms, Aprons,

Knight Heads, Hawse Timbers, of Eng Oak and are free from all defects. Timber.

The Floors and first Foothooks are composed of Eng Oak

The other Foothooks and Top Timbers of Eng Oak except 2 of Mahogany

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 fair

The Frame is fairly squared from the first Foothook Heads upwards, and thoroughly free from sap, and from thence downwards, the frame is fairly squared.

The alternate Frames are all bolted together. to the top of Wales 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 cup chocked with no Butt at each end of the chock.

The Main Kelson is composed of Amer Oak and the False Kelson of Amer Oak

The Scarphs of the Kelsons are not less than 6 feet 2 inches.

The Deck and Hold Beams are composed of Mahogany & Eng Oak

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

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

From the Light Water Mark to the Wales of Stettin Oak

The Wales and Black-strakes are of Mahogany & Eng Oak The Topsides of Mahogany & Eng Oak

The Sheer-strakes and Plank-sheers of Mahogany & Eng Oak The Water-ways of Mahogany

The Decks of Yellow Pine State of

The Shifts of the Planking are not less than 5 Feet 0 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 thoroughly between

Planking Inside.—The Limber-strakes are composed of Oak & Eng Oak the Bilge Planks of Stettin Oak

The Ceiling, Lower Hold, of Stettin Oak Between Decks of Stettin Oak

Shelf Pieces of Oak & Stettin Oak Clamps of Stettin Oak

Fastenings.—To Hold Beams iron plate round the timber, shelf on top and 12 pair of iron

hanging knees

Deck Beams iron lodging knees and 7 pair of iron hanging knees

Number of Breasthooks five Pointers one pair Two Iron Crutches two iron knees on each side

Butts End Bolts are of 4 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 fair

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

Builder's Signature

Surveyor's Signature

Robt. B. Smith

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,	200	Chain	1 1/4	3	Bower,	14.1.14: 14.0.0: 13.2.14
1	Fore Top Sails,	70	Hempen Stream Cable	8	1	Stream,	3.3.6
2	Fore Topmast Stay Sails,	60	Hawser	1 3/4	1	Kedge,	1.2.21
1	Main Sails,	75	Towlines	5 1/2			
2	Main Top Sails,	75	Warp	4 1/2			
	and <u>others as usual</u>	75	<u>do</u>	3 1/4			
			All of <u>good</u> quality.				

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

She has one Long Boat and stiff

The present state of the Windlass is good Capstan Winch and Rudder & Bower good

General Remarks—Statement and Date of Repairs.

Surveyed $\frac{30}{4}$ $\frac{6}{9}$ $\frac{13}{9}$ $\frac{30}{9}$ $\frac{4}{10}$ $\frac{15}{10}$ $\frac{8}{11}$ $\frac{15}{11}$ $\frac{6}{1}$

If Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed G.A.S.

The Amount of the Fee.....£ 3 : 0 : 0 is received by me,

Special£ : :

Certificate (if required)£ 0 : 10 : 0 to be forwarded to Mr. Lindsay Esq (same address as that for "Gray's Petition" No 3429.)

Committee's Minute 14th Jan 1848

Character assigned A 1 for G. E.



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Foundation