

No. 4489 Survey held at Sunderland Date 8th May 1857
 on the Ship Akbar Master
 Tonnage 718 Built at Sunderland When built 1857
 By whom built J. Brown Owners John Hay now J.R. Suscombe
 Port belonging to _____ Destined Voyage London
 If Surveyed Afloat or in Dry Dock While building

Length aloft 146 6 Extreme Breadth 32 6 Depth of Hold 21 3

Room and Space	Scantlings of Timber.			Thickness of Plank.	
	Inches.	Inches Middle	Inches Ends	Outside.	Inside.
Floors.....sided	<u>14</u>	<u>Moulded</u>	<u>14</u>	Keel to Bilge <u>3</u>	Limber Strakes <u>4 1/2</u>
1 st Foothooks.....	<u>13</u>	"	<u>12</u>	Bilge Planks <u>5</u>	Bilge Planks <u>4 1/2</u>
2 nd Ditto.....	<u>10 3/4</u>	"	<u>10 3/4</u>	Bilge to Wales <u>4 1/2</u>	Ceiling in Flat <u>3</u>
3 rd Ditto.....	<u>9 1/2</u>	"	<u>9</u> <u>6</u>	Wales <u>5 3/8</u>	Ditto Bilge to Clamp <u>3 1/4</u>
Top Timbers.....	<u>9</u>	"	<u>8</u> <u>6</u>	Topsides <u>3 1/2</u>	Hold Beam Clamps <u>6</u>
Deck Beams N ^o <u>26</u> Average Space } Hold Beams N ^o <u>23</u> Average Space } <u>4 feet 6 in.</u>	<u>10 1/2</u>	"	<u>10 1/2</u> <u>7 1/2</u>	Sheer Strakes <u>4 1/2</u>	Deck Beam Ditto..... <u>6 1/2</u>
Keel.....	<u>14</u>	"	<u>14</u>	Plank Sheers..... <u>4 1/2</u>	Ceiling 'twixt Decks <u>3</u>
Kelsons.....	<u>15</u>	"	<u>16</u>	Water-Ways..... <u>6</u>	Hold Beam Shelves <u>—</u>
				Upper Deck <u>3 1/4</u>	Deck Beam Ditto..... <u>—</u>

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft.....	<u>1 1/2</u>	Bolts thro' the Bilge and Limber Strakes.....	<u>7/8</u>	Hold Beam.....	<u>1 3/16</u> <u>1 1/8</u>
Scarphs of Keel.....N ^o <u>8</u>	<u>1 1/6</u>	Butt End Bolts..... <u>Yellow Metal</u>	<u>3/4</u>	Deck Beam.....	<u>1 5/16</u>
Floor Timber Bolts..... <u>Yellow</u>	<u>—</u>	Lower Pintle of the Rudder.....	<u>3 1/2</u>		
Kelson ditto..... <u>Metal</u>	<u>1 3/16</u>				
Transoms and throats of Hooks.....	<u>1 3/16</u>				
Arms of Hooks.....	<u>1 1/2</u> <u>7/8</u>				

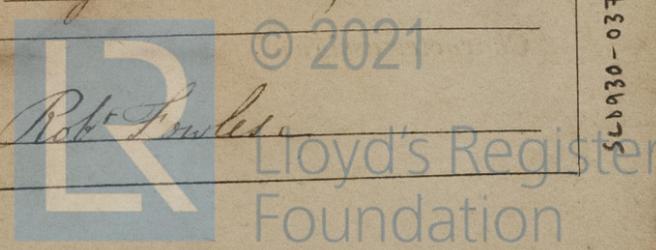
Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 5 1/6 Inches. The Stem, Stern Post, are composed of _____ the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are _____ free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 4 ft 9 in 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 well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared & sound. The alternate Frames are _____ bolted together. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is all chocked with a Butt at each end of the chock. The Main Kelson is composed of African Oak & E. I. Teak and the False Kelson of _____. The Scarphs of the Kelsons are not less than 7 feet _____ inches. The Deck and Hold Beams are composed of English Oak & E. I. Teak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm. From the first Foothook Heads to the Light Water Mark of White Oak & Teak. From the Light Water Mark to the Wales of E. I. Teak. The Wales and Black-strakes are of East India Teak & English Oak. The Topsides of E. I. Teak & English Oak. The Sheer-strakes and Plank-sheers of E. I. Teak & English Oak. The Water-ways of East India Teak. 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 Three Strakes between _____ the Bilge Planks of E. I. Teak.

Planking Inside.—The Limber-strakes are composed of E. I. Teak. The Ceiling, Lower Hold, of E. I. Teak. Between Decks of E. I. Teak. Shelf Pieces of _____ Clamps of East India Teak & English Oak.

Fastenings.—To Hold Beams Horizontal Staple Knees & 11 Pair of Vertical do & 10 Pair of Riders. Deck Beams Horizontal Staple Knees & 13 Pair of Vertical Knees & 9 Pair of Staple Standards. Number of Breasthooks Seven Pointers four Crutches three. Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Limber Strakes yellow metal bolted through and clenched. Treenails of English Oak Engine turned. General Quality of Workmanship Good.

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature _____ Surveyor's Signature Robt Fowler



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 .			
<i>A full Sail</i>	Fore Sails,	300	Chain	1 9/16	3	Bower, 30 " 2 - -
	Fore Top Sails,	75	Hempen Stream Cable	8	1	Stream, 28 " 2 " -
	Fore Topmast Stay Sails,	60	Hawser	1	2	Kedge, 2 " 2
	Main Sails,	75	Towlines	6		3
	Main Top Sails,	75	Warp	5		
and - - -			All of <u>good</u> quality.			

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

She has A Long Boat and Quarter Boat & Yard

The present state of the Windlas is New Capstan New and Rudder New Pumps New

General Remarks—Statement and Date of Repairs.

This ship is fastened with yellow Metal Bolts in all her bindings and principal fastenings including the Nails in the flat of the upper deck, to the entire exclusion of Iron, with the exception of those incidental to the Rigging (also exclusive of those in the Iron Knees under the poop deck that are in the wake of the yellow Pine plank outside) the bolts being driven and Clinched on the timbers previous to the plank being brought, which has been approved of by the Committee in previous ships
 R Fowler

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 13. A. 1 Robt Fowler

The Amount of the Fee.....£ 5 : - : - is received by me,

Order on 11 Special£ 35 : 18 : -

Certificate (if required)£ - : 10 : -

Committee's Minute 13th May 1857

Character assigned 13



© 2021

Lloyd's Register Foundation

Please forward a Certificate to this Office.