

No. 7481 Survey held at Sunderland Date June 4th 1862
on the "The Lad Warden" Master A. Carsett
Tonnage Old Built at Sunderland When built 1852 Launched 15 May 1852
By whom built Wm. Pitt & Co. Owners J. C. Green
Port belonging to London Destined Voyage India
Surveyed while Building, Afloat, or in Dry Dock whilst building

Length aloft			Extreme Breadth Outside			Depth of Hold		
200			30			22 9		
Feet.			Inches.			Feet.		
IN SHIP.			REQUIRED PER RULE.			IN SHIP.		
Sided, Moulded.			Sided, Moulded.			Sided, Moulded.		
Middle. Ends.			Middle. Ends.			Middle. Ends.		
Scantlings of Timber.			Outside.			Inside.		
TIMBER AND SPACE			Garboard Strakes			Bilge Keelsons 14 x 13		
Floors	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	Limber Strakes	4	5 1/2
1 st Foothooks	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	Bilge Planks	0	5 1/2
2 nd Ditto	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	Ceiling in Flat	4	3 1/2
3 rd Ditto	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	Ditto Bilge to Clamp	4	3 1/2
Top Timbers	4 1/2	7 1/2	11 1/2	7 1/2	7 1/2	Hold Beam Clamps	5	4 1/2
Deck Beams	10 x 3/4		10 x 3/4		10 x 3/4	Deck Beam Ditto	4	3 1/2
Hold Beams	10 x 3/4		10 x 3/4		10 x 3/4	Ceiling 'twixt Decks	4	3
Hold Beams, length amidships	3 1/2	4	2 1/2		2 1/2	Hold Beam Shelves	14 x 12	14 x 11 1/2
Keel	16 1/2	15 1/2	15 1/2	15 1/2	15 1/2	Deck Beam Ditto	9 x 12	10 x 8 1/2
Scarp of Ditto	16 1/2	15 1/2	15 1/2	15 1/2	15 1/2			
Keelsons	16 1/2	15 1/2	15 1/2	15 1/2	15 1/2			
Scarp of Ditto	16 1/2	15 1/2	15 1/2	15 1/2	15 1/2			

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.			Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.			Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.		
Copper or Y.M. in Ship.			Copper or Y.M. in Ship.			Copper or Y.M. in Ship.		
Inches required per Rule.			Inches required per Rule.			Inches required per Rule.		
Heel-Knee, & Deadwood abaft	1 1/2	1 1/2	Transoms and throats of Hooks	1 1/2	1 1/2	Hold Beam Bolts in	1 1/2	1 1/2
Scarp of Keel, No. 10	1 1/2	1 1/2	Arms of Hooks	1 1/2	1 1/2	Waterway	1 1/2	1 1/2
Keelson Bolts through Keel at each Floor	1 1/2	1 1/2	Thro' Bilge & Limber Strakes	1 1/2	1 1/2	Knees	1 1/2	1 1/2
Bolts thro' Heels of Timbers against Deadwood	1	1	Thickstuff over Double Floors	1 1/2	1 1/2	Shelf or Clamp	1 1/2	1 1/2
			Butt End Bolts	1 1/2	1 1/2	Waterway	1 1/2	1 1/2
			Pintles of the Rudder	3/4	3/4	Knees	1 1/2	1 1/2
						Shelf or Clamp	1 1/2	1 1/2
						Nails or Bolts in Flat of Deck	1 1/2	1 1/2
						Treenails	1 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 Inches. The Space between the Top-Timbers is 4 1/2 Inches.
The Floors consist of English Oak & two of Greenheart. The First Foothooks of English Oak
The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak
The Shifts of the First and Second Foothooks are not less than 1/2 inch. 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.
The Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.
The Butts of the Timbers are all close together; their thickness not less than 3 1/4 of the entire moulding at that place.
The Frame is cross chocked with a Butt at each end of the chock. The Main piece of Rudder is Eng Oak of Windlass is Eng Oak
The Keel is Eng Oak. The Main Keelson is Greenheart and free from all defects.
The Stem, and Stern Post of English Oak. The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak. Deadwood, of Eng Oak and are free from all defects.
The Deck and Hold Beams of Iron The Breasthooks of Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is American Rock Elm
From the above named Height to the Light Water Mark Litch Line
From the Light Water Mark to the Wales Teak and Greenheart
The Wales and Black-strakes are Teak The Topsides & Sheer-strakes Teak
The Spirketting and Plank-sheers Teak The Water-ways { Upper Deck Greenheart Teak & Eng Oak
Lower Deck Teak Greenheart & Eng Oak
The Decks Red Pine State of good, imp? D? planks
The Shifts of the Planking are not less than 0 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 true between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are Teak, Greenheart and English Oak
The Ceiling, Lower Hold, and between Decks Greenheart & Teak Shelf Pieces and Clamps Teak Greenheart & Eng Oak
Fastenings.—To Hold Beams Thick Shelves and Waterways. Stringer plates on ends of Beams 30 in broad & 1/2 in thick, in plates outside hatchways 18 in x 1/2 in, and a pair of knees to each beam end as per sketch, 17 pairs of knees 1/2 in broad and 3 in thick at the Bilges
Deck Beams Thick Shelves and Waterways. Stringer plates on ends of Beams 30 in broad & 1/2 in thick, in plates outside hatchways 18 in x 1/2 in, and a pair of knees as per sketch

Number of Breasthooks Ten of Iron Pointers Round Stan Crutches 0 of Iron
Butt End Bolts are of Yellow Metal in the Bottom: 2 Bolts in each Butt End one through and clenched.
Bilge and Limber Strakes all bolted through and clenched. Treenails of Iron & Eng Oak How Made Circular
Thickstuff over Double Floors all bolted through and clenched. General Quality of Workmanship Good
We certify that the above is a correct description of the several particulars therein given
Builder's Signature Wm Pitt & Co Surveyor's Signature J. D. Dalrymple
Thomas Lawrence

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 .				N ^o .	Weight.
<i>A double sheet of Sails</i>	Fore Sails,	<i>Tested at public test</i>		<i>Rodgers patent</i>	
	Fore Top Sails,	Chain	300 1 1/2	3	30. 3. 2 1/2
	Fore Topmast Stay Sails,	Hempen Stream Cable	90 9 1/2		30. 2. 2 1/2
	Main Sails,	Hawser <i>Latham</i>	60 1 1/8	Stream,	1 6. 0. 1
	Main Top Sails,	Towlines	90 7	Kedge,	1 3. 0. 0
and		Warp	90 6		
		All of <u>good</u> quality.			

Her Standing and Running Rigging *Galv^d Wire & Hemp* sufficient in size and good in quality.

She has one Long Boat and three *sheers*

The present state of the Windlass is new Capstan new Rudder new Pumps new

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>Specially surveyed from her commencement</u>
2nd. When the Beams are put in, &c.	<u>23rd Sept. 1861 to the present time</u>
3rd. { When completed, and before the } { plank be painted or payed }	

This vessel is fastened with Yellow Metal inclusive of the hulls of the Cant Timbers against the Deadwood, flat of Capped Deck with Galvanised nuts and screw bolts. Also 23 pairs of Diagonal plates let into the outside of frames 5 in. x 3/4 in. extending from the upper deck shelves to the first futtock heads, and bolted in every frame.

Wm Rice

Present condition of Caulking of Bottom, good Deck, good and Waterways good
If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

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

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

Order No. 1081. Special£ 61 : 17 : "

Certificate£ " : " : "

Committee's Minute 6th June 1862

Character assigned 1 for 13 Years



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