

No. 7823 Survey held at Sunderland Date June 5th Rec'd 12/6/63
on the Ship "Alumbagh" Master Date
Tonnage Old Built at Sunderland When built 1863 Launched May 18th
By whom built J. Laing Owners Dunbar & Co
Port belonging to London Destined Voyage India (via London)
If Surveyed while Building, Afloat, or in Dry Dock during building

Length aloft	Feet			Inches			Extreme Breadth Outside	Feet			Inches	Depth of Hold		Feet	Inches
	Sided.	Moulded.	Ends.	Sided.	Moulded.	Ends.		Sided.	Moulded.	Ends.		In Ship.	Required per Rule.		
190							36					23	10		
Scantlings of Timber.															
Timber and Space															
Floors	33 1/4	14 1/2	13 1/4	14 1/2	14 1/2	13 1/4									
1 st Foothooks	13 1/4	13 1/4		13 1/4	13 1/4										
2 nd Ditto	12 1/2	12		12 1/2	12										
3 rd Ditto	12	10 1/2		11 1/4											
Top Timbers	11		7 1/4	10		7 1/4									
Deck	N ^o 36	Average Space 5 ft. Centre to Centre	8 x 10		8 x 10										
Beams	Built from angle iron on top of 3 x 3		33 ft												
Deck Beams, length amidships															
Hold	N ^o 34	Average Space 5 ft. Centre to Centre	9 x 10		9 x 10										
Beams	Built from angle iron on top of 3 x 3		33 ft												
Hold Beams, length amidships															
Keel			15 1/2 x 16		15 1/2 x 15 1/2										
Scarp of Ditto			7 ft		6 ft 6 in										
Keelsons			17 1/4 x 17		16 1/2 x 16 1/2										
Scarp of Ditto			8 to 9 ft		7 ft 6 in										
Outside.															
Garboard Strakes															
Garboard to Bilge															
Bilge Planks															
Bilge to Wales															
Wales															
Topsides															
Sheer Strakes															
Plank Sheers															
Water-Ways															
Upper Deck															
Lower Deck															
Ditto, faying surface against Timbers															
Upper Deck															
Inside.															
Limber Strakes															
Bilge Planks															
Ceiling in Flat															
Ditto Bilge to Clamp															
Hold Beam Clamps															
Deck Beam Ditto															
Ceiling 'twixt Decks															
Hold Beam Shelves															
Deck Beam Ditto															

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

	Copper or Y.M. in Ship.			Inches required per Rule		Iron in Ship.			Inches required per Rule	
	In Ship.	Required per Rule	Ends.			In Ship.	Required per Rule	Ends.		
Heel-Knee, & Deadwood abaft	1 1/2	1 1/2		1 1/2		1 1/2	1 1/2		1 1/2	
Scarp of Keel, N ^o 4	1 1/2	1 1/2		1 1/2		1 1/2	1 1/2		1 1/2	
Keelson Bolts through Keel at each Floor	1 1/2	1 1/2		1 1/2		1 1/2	1 1/2		1 1/2	
Bolts thro' Heels of Timbers against Deadwood	1	1		1		1	1		1	
all double bolted										
Transoms and throats of Hooks	1 1/2	1 1/2		1 1/2		1 1/2	1 1/2		1 1/2	
Arms of Hooks	1 1/2	1 1/2		1 1/2		1 1/2	1 1/2		1 1/2	
Thro' Bilge & Limber Strakes	1 1/2	1 1/2		1 1/2		1 1/2	1 1/2		1 1/2	
Thickstuff over Double Floors	1 1/2	1 1/2		1 1/2		1 1/2	1 1/2		1 1/2	
Butt End Bolts	1 1/2	1 1/2		1 1/2		1 1/2	1 1/2		1 1/2	
Pintles of the Rudder	3 1/2	3 1/2		3 1/2		3 1/2	3 1/2		3 1/2	
Hold Beam Bolts in	1 1/2	1 1/2		1 1/2		1 1/2	1 1/2		1 1/2	
Shelf or Clamp	1 1/2	1 1/2		1 1/2		1 1/2	1 1/2		1 1/2	
Deck Beam Bolts in	1 1/2	1 1/2		1 1/2		1 1/2	1 1/2		1 1/2	
Shelf or Clamp	1 1/2	1 1/2		1 1/2		1 1/2	1 1/2		1 1/2	
Nails or Bolts in Flat of Deck	1 1/2	1 1/2		1 1/2		1 1/2	1 1/2		1 1/2	
Treenails	1 1/2	1 1/2		1 1/2		1 1/2	1 1/2		1 1/2	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2.2 Inches. The Space between the Top-Timbers is 4.6 Inches.

The Floors consist of Eng Oak & Greenheart The First Foothooks of Eng Oak
The Second Foothooks of Eng Oak 12 The Third Foothooks and Top Timbers of Eng Oak

The Shifts of the First and Second Foothooks are not less than 1/4 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are good & sufficient

The Frame is very well squared from the First Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is well squared N. B. If not, state how bolted.

The Frames are all bolted together to the Gunwale.

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 not chocked with a Butt at each end of the chock. The Main piece of Rudder is Eng Oak of Windlass is Crown & Barfield's Patent

The Keel is Eng Oak & Greenheart The Main Keelson is Greenheart & Peake and free from all defects.

The Stem, and Stern Post of Peake The Transoms, Knight Heads, Hawse Timbers, and Aprons of Eng Oak Deadwood, of Peake above two feet 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 Iron Plate

From the above named Height to the Light Water Mark Peake 16

From the Light Water Mark to the Wales Peake 16

The Wales and Black-strakes are Peake 16 The Topsides & Sheer-strakes Peake 16

The Spirketting and Plank-sheers Peake 16 The Water-ways { Upper Deck Peake 16 Lower Deck Peake 16

The Decks upper deck Red Pine, lower do of Pine 3 1/2 inches

The Shifts of the Planking are not less than 1/2 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 Down between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are Peake 16

The Ceiling, Lower Hold, and between Decks Peake 16 Shelf Pieces and Clamps Peake 16

Fastenings.—To Hold Beams thick Shelves and Waterway, each Bolted through every

timber, Hinges, Plate 26 1/2 in x 1 1/2 in on the beams well rivetted & secured to the

side by angle girths 6 x 3 x 9/16 all hanging knee sides and hanging knee alternate to each

Deck Beams thick Shelves and Waterway each Bolted through every timber, Hinges, Plate

6 1/2 x 1 1/2 well rivetted to the beams & secured to the side by angle girths 6 x 3 x 9/16 and

hanging knee to each beam, the plates outside butches 13 in x 1 1/2 in to both decks, also three pair diagonal plates in wake

number of Breasthooks Nine & Hemson Pointers Six books Dowel & Crutches round stern deck rivetted to beam

Butt End Bolts are of 4 Metals in the Bottom: Two Bolts in each Butt End one of which is through and clenched.

Limber Strakes are well bolted through and clenched. Treenails of Locust heart 2 1/2 in How Made Round

Thickstuff over Double Floors are well bolted through and clenched. General Quality of Workmanship Very good

We certify that the above is a correct description of the several particulars therein given

Surveyor's Signature Pro. B. Somers

Builder's Signature James Laing

SLB935-0297

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 .			<i>certificates produced</i> <i>proof strain 55 lbs tons</i>	Fathoms.	Inches.	<i>certificates produced</i>	N ^o . Weight.
	Fore Sails,		Chain	300	1 3/4	Bower,	3 39.1.14 31-
	Fore Top Sails,		Hempen Stream Cable	90	10		33.3.14 25.0
	Fore Topmast Stay Sails,		Hawser	90	1	Stream,	1 12.1.16
	Main Sails,		Towlines	90	7		
	Main Top Sails,		Warp	90	6	Kedge,	2 6.2.21
and			All of <i>good</i> quality.	90	5		2.5.19

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

She has *One* Long Boat and *Three* others

The present state of the Windlass is *good* Capstan *& Much* Rudder *good* Pumps *good*
patent

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 *Specially Surveyed from*
2nd. When the Beams are put in, &c. *October 22^d 1861*
3rd. { When completed; and before the } *to the present date*
 { plank be painted or payed }

The exterior of this Ship including the hull of the bant timbers is fastened with Metal & Copper to the entire exclusion of iron

The requirements contained in the Secretary's letter dated 19th Nov^r 1861 (which is herewith sent) as compensation for iron straps on the frame have been fully and efficiently carried out. This ship is well seasoned having been a twenty months in building and is in every respect a good one

Present condition of Caulking of Bottom, *good* *properly tested* Deck, *good* and Waterways *good*

~~It~~ Sheathed, Doubled, Felted, or Coppered *with Metal on felt to top of water* When last done

I am of opinion this Vessel should be Classed *B.C.I.*

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

Order No. 1245 Special£ 56 : 17 : "

Certificate£ " : " : "

Committee's Minute 12th June 1863

Character assigned *A 1 for 10 Years*
Iron Brams



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Foundation