

COMPOSITE SHIP.

937

894

No. 9943 Survey held at Sunderland Date February 14th 1867
on the Ship Carnatic Master John
Tonnage under tonnage deck 750.42 Built at Sunderland When built 1866 & 1867 Launched 23rd Jan 1867
Ditto of poop &c or spar deck 112.00 By whom built M. Pitt & Co Owners J & J. Wain
Ditto of engine room Port belonging to North Shields Destined Voyage Madras
Gross tonnage 871.20
Total Register tonnage 871.20
Surveyed while Building, Afloat, or in Dry Dock

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.	No. of Decks
Dimensions of Ship per Register, length	176		33	4		20	2				Two
Dimensions of Ship per Register, breadth	33	5				20	2				
Dimensions of Ship per Register, depth	20	2									
1. siding and moulding	14	1/2	15								
plate, breadth and thickness	80	1/2									
2. siding and moulding	14	1/2	15								
3. deadwood plate, breadth and thickness	30	1/2	15								
4. in-post, siding and moulding	14	1/2	15								
5. deadwood plate, breadth and thickness	30	1/2	15								
6. distance of Frames from moulding edge to moulding edge, all fore and aft	10										
7. Size of Angle Iron, single or double	4	4	0								
8. Reversed Iron, if to every frame or every	to every frame										
9. Frames, depth and thickness of Floor Plate at Mid line	22	9									
10. Ditto ditto at Bilge Keelson	11	9									
11. Size of Reversed Angle Iron, and No. at top of Floor Plate	3	3/4	7								
12. If of Wood, siding & moulding at Mid. line	double in way of Keelsons										
13. Plates, Tee, or Bulb Iron	0	10									
14. double or single Angle Iron, on upper edge	3	3	6								
15. average space between	on every 5th frame or 4 1/2										
16. Hold, or Lower Deck (No. 34)	9	5 1/2	10								
17. double Angle, Tee, Plate, or Bulb Iron											
18. double or single Angle Iron											
19. average space between	on every 5th frame										
20. Keelson, single or double plate, box, or intercostal	single plate										
21. Size of Plates	15	12									
22. Size of Angle Irons	5 1/2	3 1/2	9								
23. If of Wood, siding and moulding	double at top & bottom of same side										
24. Side, single or double plate, box, or intercostal											
25. Bilge (No. 34) at each Bilge, single, or double, plate or box	5 1/2	3 1/2	9								
26. Floors consist of	iron										
27. Keel is	American Elm										
28. The Main Keelson is	with double angle iron at bottom										
29. The Stem, and Stern Post of	Cast India Teak										
30. and Aprons of	Teak										
31. Deadwood, of	Teak										
32. The Deck and Hold Beams of	iron										
33. The Breasthooks of	iron										
34. The Knees of	iron										
35. Planking Outside. From the Keel to the Height defined in Note to Table A the Plank is	American Elm										
36. From the above named Height to the Light Water Mark	2 1/2 depth of hold, Amer. Elm										
37. From the Light Water Mark to the Wales	Teak										
38. The Wales and Black-strakes are	Teak										
39. The Topsides & Sheerstrakes	Teak										
40. The Water-ways	Upper Deck Lower Deck										
41. The Decks	Yellow Pine										
42. State of	Good										
43. The Shifts of the Planking are not less than	Six										
44. Feet											
45. Inches.											
46. or partial, and if partial, in what part of the Ship.											
47. The Planking is wrought	Three										
48. between, and without step-butting.											
49. Planking Inside. The Limber-strakes and Bilge-strakes are	Red Pine										
50. The Ceiling, Lower Hold, and between Decks	Red Pine										
51. Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	All double rivetted										
52. Planksheer, how secured to the plating of the sides	Explain by sketch										
53. Waterway	if necessary.										
54. Deck Beams, how secured to the side?	The ends turned down and rivetted to the frames										
55. Hold or Lower Deck ditto	With bracket knees as per Rules, rivetted to the frames										
56. General Quality of Workmanship	Good										
57. No. of breasthooks	Five										
58. crutches	Four										
59. What description of Iron is used for the Frames, Beams, Keelsons, Stringer and Tie Plates, Outside Plating, &c?	The frames made by										
60. Manufacturer's name or trade mark	Bockow, England &c. Beams by Butterfield & Swire, London &c. Plates by										
61. We certify that the above is a correct description of the several particulars therein given.	Whitcomb & Son & the Shipyard Iron Co.										
62. Builder's Signature	W. L. 10										
63. Surveyor's Signature	Thomas & Co										

50937-0116

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, Galvanized Iron, or Iron.

	Copper in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Deadwood forward and aft ..	1 5/8	1	1 5/8	Transoms and throats of Hooks	1 5/8	1	1 5/8	Hold Beam	1 5/8	1	1 5/8
Scarphs of Keel, N° ..	1 5/8	1	1 5/8	Arms of Hooks	1 5/8	1	1 5/8	Bolts in	1 5/8	1	1 5/8
Keelson Bolts through Keel	1 5/8	1	1 5/8	Thro' Frames and Planking....	1 5/8	1	1 5/8	Deck Beam	1 5/8	1	1 5/8
at each Floor	1 5/8	1	1 5/8	Butt End Bolts ..	1 5/8	1	1 5/8	Bolts in	1 5/8	1	1 5/8
Bolts through Iron Keel Plate	1 5/8	1	1 5/8	Pintles of the Rudder	1 5/8	1	1 5/8	Nails or Bolts in Flat of Deck	1 5/8	1	1 5/8
and Wood Keel	1 5/8	1	1 5/8								

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. If they are of Iron or Steel give the scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

The fore & main lower masts & bowsprit, are of Iron, & the fore & main lower yards are of steel. See sketch attached.

She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N°.	Weight Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
Fore Sails,	Chain	300	1 3/4	55 1/8	1 1/16	55 1/10	Bowers	3	26.1.0	25.16.1.0	25.2.0	25.16.2.0
Fore Top Sails,	Hempen Stream Cable..	80	6 1/2						25.2.0	25.3.3.0	25.2.0	25.3.3.0
Fore Topmast Stay Sails,	Hawser <i>Chain</i> ..	60	1 1/2				Stream	1	10.3.7		10.2.0	
Main Sails,	Towlines	80	10						23.2.0	23.10.0	21.2.19	23.10.2.0
Main Top Sails,	Warp	80	6				Kedges	2	5.1.14		5.1.0	
	All of <i>Good</i> quality.	80	5 1/4						2.2.0		2.5.0	

Her Standing and Running Rigging Wire & Hemp sufficient in size and Good in quality.

She has One Long Boat and 30 others

The present state of the Windlass is service Capstan Winches and Rudder & Pumps 2 Metal

- Order for Special Survey No. 1801 DATES of Surveys held while building
- Order for Ordinary Survey No. 1801 Date July 5/66
- 1st. Examination of the wood keel, stem, stern post, and deadwood before they are coated
 - 2nd. Of the frame before it is painted, strapped, or plated
 - 3rd. Of all the beams, stringers, plates, &c., when in place, rivetted-up ready to receive the planking
 - 4th. When the vessel is planked outside, dubbed fair, and all the fastenings completed, but before she is either caulked, coated, or cemented, so that the inside and outside of the planking, and the bolts and their nuts, may be carefully examined
 - 5th. When the vessel is caulked and completed
 - 6th. When the vessel is launched and equipped Built under special survey from June 2/66

State if she has a Spar Deck No Poop Yes 5 1/2 ft or Forecastle Yes 20 ft

General Remarks,

All the screw bolts through the frames and planking are 5/8 Yellow Metal, and all planks of 9 in wide and upwards are double fastened and from 8 to 9 in wide double and single fastened. From the Main Deck waterway upwards the plank fastenings &c. are Galvanized iron.

The Main deck waterways are not constructed as shown on the sketch sent for the approval of the Committee, but as shown on a sketch appended thereto - marked No 2.

The testing certificates of Anchors & chain cables, have been produced, issued from the Sunderland public testing machine & signed by Mr. John Thompson

In what manner are the surfaces of Iron Work preserved from oxidation By keeping to Bilge inside, all other parts by Paint

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, or Coppered Yale on felt to upper part of wales When last done Feb. 1867

I am of opinion this Vessel should be Classed 14 A1

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

Special£ 43 : 11 : :

Certificate£ : : : :

Committee's Minute 19th February 1867

Character assigned 1 for 14 Years

Iron frame planked (Expt. B.S.)

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