

No. 10918 Survey held at Sunderland Date, first Survey February 11th 1874 Last Survey August 15th 1874
on the Schooner "Chittagong" Master Adam Young

Tonnage under Tonnage Deck 289.28
Ditto of Spar Deck, or Arming Deck 21.45
Ditto of Forecastle 16.77
Ditto of Houses on Deck 7.66
Gross Tonnage 335.16
Crew Space, as per Rule 12.06
Register Tonnage, cut on Beam 323.10
Engine Room
Register Tonnage, as a Steamer, }
cut on the Beam }

Built at Sunderland When built 1874 Launched 16th July
By whom built Richardson Owners E Walker, 99 Leadenhall St, London, E.C.
Port belonging to London Destined Voyage Colombo
☒ Surveyed while Building, Afloat, ☐ in Dry Dock

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	133	125		27	2		12	10	One
Scantlings of Timber.									
TIMBER AND SPACE						Outside Plank.			
Floors	10	8 1/2	9 1/2	8 1/2	9 1/2	Garboard Strakes	3 1/4	3	
1 st Foothooks	8 3/4	9	8 1/2	8 1/2	8 1/2	Garboard to Bilge	3 1/4	3	
2 nd Ditto	8	8	7 1/2	7 1/2	7 1/2	Bilge Planks	3 1/2	3	
3 rd Ditto	7 1/2	6	5	7	6	Bilge to Wales	3 1/4	3	
Top Timbers						Wales	4 1/2	4 1/4	
Deck N ^o 28 Average Space	4	9	9	7 1/2	8 1/2	Topsides	4 1/4	3 1/2	
Deck Beams, length amidships		25	6			Sheer Strakes	4 1/4	3 1/2	
Hold N ^o Average Space						Plank Sheers	3 1/4	3	
Deck Beams, length amidships						Water Upper Deck	10 x 10 1/2	9 x 7 1/2	
Keel	11 1/2	15	15 1/2	11 1/2	11 1/2	Ways Lower Deck			
Scarp of Ditto		5	7			Ditto, faying surface against Timbers	6 1/2	6	
Keelsons	13	17	15 1/2	12 1/4	12 1/4	Upper Deck	3	3	
Scarp of Ditto		5	10						

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

Heel-Knee, & Deadw'd abaft	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Transoms and throats of Hooks	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam	Waterway
Scarp of Keel, N ^o 7	1 1/16	1	13	Arms of Hooks	3/16	13		Bolts in	Knees
Keelson Bolts through Keel at each Floor	1 1/16	15		Thro' Bilge and Limber Strakes	1 1/16	11		Deck Beam	Waterway
Bolts thro' Heels of Timbers against Deadwood	1 1/16	12		Thickstuff over Double Floors	1 1/16	11		Bolts in	Knees
Frame Bolts	1 1/16	16		Butt End Bolts	1 1/16	11			Shelf or Clamp
				Short Bolts in Ceiling	10/16			Nails or Bolts in Flat of Deck	
				Pintles of the Rudder	2 3/8	2 3/8		Treenails	1 1/4 Inches

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 15 4 Inches. The Space between the Top-Timbers is 3 5 5 Inches.

The Floors consist of German Oak & Eng Oak The First Foothooks of German Oak & Eng Oak

The Second Foothooks of Eng Oak The Third Foothooks and Top Timbers of Eng Oak

The Main Keelson is Pitch Pine and is free from all defects. The Shifts of the First and Second Foothooks are not less than 1 1/4 M.B.

The Transoms, Knightheads, Hawse Timbers, & Aprons of E. Oak ditto. N.B. When less than prescribed by the Rule, state how many.

Deadwood, of Pine as per Rule and E Oak ditto. The rest of the Shifts of the Frame are 1 1/4 M.B. Breadth.

The Stem, and Stern Post of Eng Oak ditto. The Frame is well squared from First Foothook Heads upwards,

The Deck and Hold Beams of German Oak and well free from sap, and from thence downwards, the frame is well

The Breasthooks of Iron The Frames are well bolted together to the Gunwale.

The Knees of Iron The Butts of the Timbers are well close together; their thickness not

The Main piece of Rudder of German Oak of Windlass of Iron less than 3 5 6 of the entire moulding at that place.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Pitch Pine 12

or to the First Foothook Heads } From the above named Height to the Light Water Mark Pitch Pine 10

From the Light Water Mark to the Wales Pitch Pine 10

The Wales and Black-strakes Pitch Pine 10 The Topsides & Sheer-strakes Pitch Pine 10

The Spirketting and Plank-sheers Pitch Pine 10 The Water-ways { Upper Deck Pitch Pine 10

The Decks Yellow Pine State of Good Lower Deck

The Shifts of the Planking are not less than 6 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 thru & four between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Pitch Pine 10

The Ceiling, Lower Hold, and between Decks Pitch Pine 10 Shelf Pieces and Clamps Pitch Pine & Oak

Fastenings.—To Hold Beams Nil

Deck Beams Donnelled to Shells and Waterways with a hanging knee to each Beam end, 19 pairs of, which are knee riders, also Lodging knees in each beam

Number of Breasthooks Five Pointers Two Crutches Two and Transom knee

Butt End Bolts are of Yellow Metal in the Bottom Two Bolts in each Butt End one being through and clenched.

Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of Eng Oak except a How Made hand turned

Thickstuff over Double Floors Yellow Metal 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 William Richardson Surveyor's Signature Joseph Allen

Her Masts, Yards, &c., are Red Pine and good in condition, and sufficient in size and length.

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	195	1 1/2	25 1/2	1 1/2	25 1/2	Bowers	1	12.2.26	14.10.2.14	12.0.0	13.17.0.0
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent.)						(State Machine where Tested, and name of Superintendent.)	1	12.1.0	14.1.3.14	12.0.0	13.17.0.0
	Fore Topmast Stay Sails,	Hempen Stream						Dates of Certificates dated respectively, Aug 4 th July 7 th & 11 th 74					
	Main Sails,	Cable Chain.	60	13/16				Stream	1	5.0.7		5.0.0	
	Main Top Sails,	Hawser	75	8				Kedges	1	2.2.4		2.2.0	
		Towlines	90	7					1	1.1.0		1.1.0	
		Warp	90	6 1/2									
		All of <u>good</u> quality											

Her Standing and Running Rigging, Hemp sufficient in size and good in quality. She has one Long Boat and two others

The present state of the Windlass is new Capstan 1 and Winch and Rudder good Pumps 2 Main good.

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Ports in Bulwarks and the latter clear of Waterways, Winch for and aft

Cargo Hatchways.—How formed? Wood Boardings State size Fore and Mizzen 4 ft square

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? Main Hatch has a fore and aft wood Ceiling

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 9 ft by 7 1/2 feet

Order for Special Survey, No. <u>2447</u>	DATES of Surveys	1st. When the Frame is completed	<u>Built under J. and Surveyed 1874 Feb 11/623 March 12/2125 24 aft</u>
Date <u>14 February 74</u>	held while building, as per Section	2nd. When the Beams are put in, &c.	<u>11/9/15 20 23 28 30 Mar 1/4 11/13 21 30 June 3/19 326 July 6/10 14 17 22 25 28 31 Aug 6/31 24 45</u>
Order for Ordinary Survey, No. <u>—</u>	35.	3rd. When completed, and before the plank be painted or payed	
Date <u>—</u>			

General Remarks. This Vessel has a Small "Monkey" Forecastle, a "Liverpool House" 34 ft long, and a Deck House 11 x 14 1/2 ft

She is fastened externally with treenails and Yellow Metal bolts from the keel to one fifth the depth of Hold set down from upper side of Deck above which all bolt fastenings are properly galvanized iron, and is eligible for one year for fastenings

"Salting" The Spaces between the Transoms and the Timbers of the frame are filled with Salt as per Terms of the Rule; and stops are fitted at each air course for the purpose of retaining the same.

The Beams are Grooved and Salted, and the Keelson is encased and Salted all fore and aft.

Total amount used 27 Tons.

William Richardson

There are about a dozen frames amid-ship chiefly at the Bilges having a Shift of from 2 to 3 inches below the Rule.

Permission for dispensing with Diagonal Straps on Frame dated 4th May 1874.

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Yellow Metal on Felt When last done now

I am of opinion this Vessel should be Classed H.A.I.

The Amount of the Entry Fee.....£ 4 : 0 : 0 : is received by me,

Travelling Expenses, Special.....£ 16 : 0 : 0 : 19/8/74 J.H.

(if any) £ — Certificate.... — : — : —

Committee's Minute 21st August 1874

Character assigned A 1 per 11 yrs
At 100
of MS

This vessel appears eligible to be classed as recommended viz H.A.I. 9 months for metal fastenings 1 year for metal plating 20/8/74 H.A.I.