

Rec 20 Oct

No. 1826 Survey held at Dumbarton Date 9th October 1845
on the Ship "Bengal" Master John Gray
Tonnage 169 3/4 Built at Dumbarton When built Launched 4th October 1843
By whom built Denny & Rankin Owners Campbell & Co. & Co.
Port belonging to Glasgow Destined Voyage Calcutta
If Surveyed Afloat or in Dry Dock Building Ship

Length aloft	Feet. <u>124</u> Inches	Extreme Breadth	Feet. <u>28</u> Inches <u>7</u>	Depth of Hold	Feet. <u>19</u> Inches <u>3</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space	each <u>28</u>		Outside.	Inches.	Inside.	Inches.
Floors	sided <u>13</u>	Moulded <u>13</u> <u>12</u>	Keel to Bilge	<u>3 1/2</u>	Foot Waling <u>4</u>	<u>4</u>
1 st Foothooks	" <u>11</u>	" <u>12</u> <u>11</u>	Bilge Planks <u>2</u> <u>4</u> <u>1/2</u>	<u>5 1/2</u>	Bilge Planks <u>4</u> <u>1/2</u>	<u>4 1/2</u>
2 nd Ditto	" <u>10 1/2</u>	" <u>12</u> <u>10</u>	Bilge to Wales	<u>4</u>	Ceiling in Flat	<u>3 1/2</u>
3 rd Ditto	" <u>10</u>	" <u>11</u> <u>9</u>	Wales	<u>5</u>	Ditto Bilge to Clamp	<u>3 1/2</u>
Top Timbers	" <u>9</u>	" <u>10</u> <u>6</u>	Topsides	<u>3</u>	Hold Beam Clamps <u>2</u> <u>4</u> <u>1/2</u>	<u>10 3/4</u>
Deck BeamsN°. of <u>23</u>	" <u>10</u>	" <u>10</u> <u>1 1/2</u>	Sheer Strakes	<u>4</u>	Deck Beam Ditto <u>2</u> <u>4</u> <u>1/2</u>	<u>3 1/2</u> <u>3</u>
Hold BeamsN°. of <u>22</u>	" <u>11 1/4</u>	" <u>12 1/2</u> <u>10</u>	Plank Sheers	<u>4</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Keel	" <u>13</u>	" <u>13 1/2</u>	Water-Ways	<u>8 1/2</u>	Hold Beam Shelves	<u>5 1/2</u> <u>12</u>
Kelsons	" <u>14</u>	" <u>15</u> <u>6</u>	Upper Deck	<u>3 1/2</u>	Deck Beam Ditto	<u>5 1/2</u> <u>12</u>
			Lower Deck	<u>3</u>		
Size of Bolts in Fastenings.			Iron.			
<u>Yellow Copper. Metal</u>	Inches.	<u>Yellow Copper. Metal</u>	Inches.		Inches.	
Heel-Knee, and Dead Wood abaft	<u>1 1/4</u>	Bolts thro' the Bilge and Foot Waling	<u>1/8</u>	Hold Beam	<u>1</u>	
Scarpis of Keel.....N°. <u>8</u>	<u>1</u>	Butt End Bolts	<u>3/4</u>	Deck Beam	<u>1/8</u>	
Floor Timber Bolts	<u>1 1/4</u>	Lower Pintle of the Rudder	<u>3 1/2</u>			
Kelson ditto	<u>1 1/4</u>					
Transoms and throats of Hooks	<u>1 1/8</u>			same in Iron above the Copper	<u>1 1/2</u> <u>1</u>	
Arms of Hooks	<u>1 1/8</u> <u>1</u>					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is close ^{Frame 2 in apart} Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English & African 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 6 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 feet 6 inches

The Frame is fairly squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is fairly well squared free from sap

The alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1 1/2 of the entire moulding at that place.

The Frame is cross chocked with a Butt at each end of the chock.

The Main Kelson is composed of Moroccan African Oak and the False Kelson of Quebec White Oak

The Scarphs of the Kelsons are not less than 6 feet — inches.

The Deck and Hold Beams are composed of English & African Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Rock Elm

From the first Foothook Heads to the Light Water Mark of Pitch Pine

From the Light Water Mark to the Wales of African Oak, Moroccan Greenheart, English Oak, hoods

The Wales and Black-strakes are of African, Greenheart, Moroccan Oak The Topsides of Pitch Pine

The Sheer-strakes and Plank-sheers of African Oak The Water-ways of Red Pine

The Decks of Yellow Pine State of very good

The Shifts of the Planking are not less than 3 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 3 strakes between

Planking Inside.—The Limber-strakes are composed of Quebec white Oak the Bilge Planks of Quebec white Oak

The Ceiling, Lower Hold, of Quebec white Oak Between Decks of Pitch Pine

Shelf Pieces of Quebec white Oak Clamps of Quebec white Oak

Fastenings.—To Hold Beams shelf piece, doweled staple iron lodging knees to every beam & pair of diagonal

Deck Beams shelf, doweled staple iron lodging knees 13 pair iron diagonal hanging, & 6 pair of staple stand

Number of Breasthooks six Pointers iron one pair Crutches one (iron)

Butts End Bolts are of yellow Metal 3/4 in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling of yellow Metal 1/8 bolted through and clenched.

General Quality of Workmanship very good

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Name

Surveyor's Name

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 .	cut	cut
2	Fore Sails,	240	Chain	1 1/2 + 1 1/2	3	Bower, 24	23 - 22
2	Fore Top Sails,	60	^{do} Stream Cable	1 5/16	1	Stream, 7 1/2	
2	Fore Topmast Stay Sails,	90	Hawser ^{or} Stream Cable	8 1/2	2	Kedge, 3 3/4	- 2.
1	Main Sails,	90	Towlines	5 1/2			
2	Main Top Sails,	90	Warp	3 1/2			
and all other requisite sails,			All of the best quality.				

Her Standing and Running Rigging well fitted sufficient in size and the best in quality.

She has one 22 feet Long Boat and one 22 ft. Tinnace, one 21 feet Belly Boat.

The present state of the Windlass is new Capstan new and Rudder well fitted

General Remarks—Statement and Date of Repairs.

This is a well finished and strong built vessel. The frame entirely composed of English Oak timber, well seasoned, all the timbers are framed & bolted together.

The outside planking, Africon Oak, Greenheart, Mora, and English Oak hoodings all good material & well seasoned. She has a complete lower Deck fore & aft and Caulked, Figure head, & full Poop, —

The bottom sheathed with yellow metal 26, 24 & 22 ounce over part felt. & part paper to the 18 feet water line

Has been surveyed at the three different stages required by the Rules, and (specially by me) during the progress of building. —

Deck beam spaces:— fore beams from hook ^{ft in} 2. 11. — 2. 3. — 2. 6. — 2. 5. — 4. 5 1/2. — 4. 6. — ^{F. H.} 3. 0. — 4. 6. — 4. 8. — 4. 6. — 4. 4. — 4. 8. — ^{M. H.} 7. 6. — 4. 6. — 3. 6. — ^{A. H.} 5. 0. — 4. 8. — 4. 0. — 4. 9. — 6. 0. — 5. 6. — 5. 4. — 2. 6. —

Hold beam from hook ^{ft in} 4. 0. — 2. 6. — 3. 0. — 7. 0. — 5. 0. — 4. 3. — 4. 5. — 4. 2. — 4. 3. — 4. 3. — ^{Main Hatch} 7. 6. — 4. 0. — 3. 10. — 5. 0. — 4. 0. — 4. 1. — 4. 4. — 4. 0. — 3. 10. — 5. 2. — 5. 0. — 4. 0. —

If Sheathed, Doubled, Felted, or Coppered Yellow Metal over felt & paper When last done October 1845

I am of opinion this Vessel should be Classed A. 1. 10 years

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Special£ 23 : 10 : "

Committee's Minute 21st Oct 1845

Character assigned A 1 for 10 years



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