

No. 1583 Survey held at Aberdeen Date 7 January 1854  
on the Brig Earl of Carlisle Master James Smith  
Tonnage 192 Built at Aberdeen When built Launched Nov 1853  
By whom built Messrs Brand & Scobie Owners Thomas Wright  
Port belonging to Aberdeen Destined Voyage Baltic & Coasting  
If Surveyed Afloat or in Dry Dock while building

Length aloft	92 1/10	Feet. Inches.	Extreme Breadth	New M <sup>t</sup>	21 1/8	Feet. Inches.	Depth of Hold	13 3/10	Feet. Inches.
Scantlings of Timber.				Thickness of Plank.					
Room and Space	24 3/4	Inches.	Moulded	11 9 1/4	Inches.	Outside.	Inside.	Inches.	
Floors	Single					Keel to Bilge	Limber Strakes	12 1/4	3
1 <sup>st</sup> Foothooks	9 1/2 to 10 1/2					Bilge Planks	Bilge Planks	2 5/8	3 3/4
2 <sup>nd</sup> Ditto	8 to 9 1/2					Bilge to Wales	Ceiling in Flat		3
3 <sup>rd</sup> Ditto	7 1/2 to 8					Wales	Ditto Bilge to Clamp		3
Top Timbers	7 1/2 to 7 3/4					Topsides	Hold Beam Clamps		3 1/2
Deck Beams N <sup>o</sup> 20	Average } 3 F 7 1/4					Sheer Strakes	Deck Beam Ditto		3
Hold Beams N <sup>o</sup> 8	Average } See Margin 10 1/4 to 10 3/4					Plank Sheers	Ceiling 'twixt Decks		2 1/2
Keel	11 1/2					Water-Ways	Hold Beam Clamps		3 1/2
Kelsons	12 1/2					Upper Deck	Deck Beam Ditto		3 3/4

Copper or Iron.				Copper or Iron.				Iron.	
Heel-Knee, and Dead Wood abaft	1 1/2			Bolts thro' the Bilge and Limber Strakes	4 m	3/4	Hold Beam	3 1/4	
Scarp of Keel	Yel. Met. N <sup>o</sup> 9 = 5 = 3/4			Butt End Bolts	Y <sup>l</sup> Metal	5/8	Deck Beam	3 1/4	
Floor Timber Bolts	1 1/8			Lower Pintle of the Rudder	Iron	2 1/4			
Kelson ditto	1								
Transoms and throats of Hooks	1								
Arms of Hooks	7/8								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 0 to 1 1/2 Inches. The Space between the Top-timbers is 3 3/4 to 6 1/4 Inches. The Stem, Stern Post, are composed of Torrey White Oak and are free from all defects. Knight Heads, Hawse Timbers, of Tor White Oak & Larch. The Floors and first Foothooks are composed of Torrey White Oak & Larch. The other Foothooks and Top Timbers of Tor White Oak & Larch. The Shifts of the first and second Foothooks are not less than 2 1/2 to 3 1/2. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 1/2 to 4 1/2. The Frame is fairly squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is well squared. The alternate Frames are each bolted together. to Gunwale after end filled in. N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than 1 1/2 in up of the entire moulding at that place. The Frame is cross chocked with a Butt at each end of the chock. in many cases Short Top Tim<sup>r</sup> & sharp over 2 1/2 in but in part. The Main Kelson is composed of American Oak and the False Kelson of Am<sup>r</sup> elm. The Scarphs of the Kelsons are not less than 5 feet 2 3/4 inches. The Deck and Hold Beams are composed of Tor White Oak & Larch.

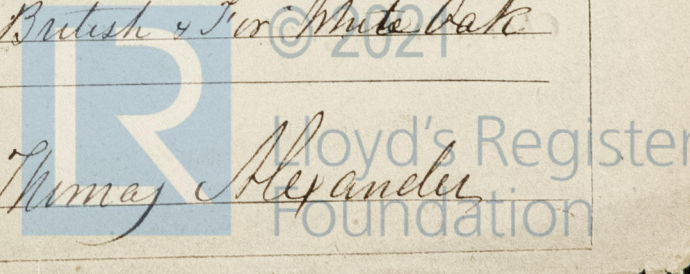
Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Am<sup>r</sup> ash & Elm. From the first Foothook Heads to the Light Water Mark of Am<sup>r</sup> Elm Larch & Red Pine. From the Light Water Mark to the Wales of Red Pine & Larch. The Wales and Black-strakes are of Tor White Oak & Red Pine. The Topsides of Red Pine. The Sheer-strakes and Plank-sheers of Tor White Oak. The Water-ways of Red Pine. The Decks of Quebec Yellow Pine. State of Good. The Shifts of the Planking are not less than 5 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 Three between the Bilge Planks of Red Pine.

Planking Inside.—The Limber-strakes are composed of Tor White Oak. Between Decks of Red Pine & Larch. The Ceiling, Lower Hold, of Am<sup>r</sup> elm Red Pine Larch. Shelf Pieces of Tor White Oak. Clamps of Red Pine. Fastenings.—To Hold Beams double Led<sup>r</sup> Knives of Larch.

Deck Beams Double Led<sup>r</sup> Knives & 4 pair Hanging Iron Knives of Larch. Number of Breasthooks 4 for<sup>r</sup> & 3 aft. Pointers 2 pair underneath 2 of Crutches 1 of Iron. Butts End Bolts are of Yel<sup>r</sup> Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes as per rule bolted through and clenched. Treennails of British & Tor White Oak. General Quality of Workmanship Good with some exceptions.

We certify that the preceding is a correct description of the above-named Vessel, Surveyor's Signature Thomas Alexander. Builder's Signature.

Stem 15 ft  
10.0  
10.0  
10.0  
6.0  
10.8  
Main Hatch  
7.6  
13 ft Beam  
12 ft 9 in





Her Masts, Yards, &c. are in Good condition, and sufficient in size and length. size of lower masts small of 1<sup>st</sup> em  
154-154/19

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	cut qrs lbs	cut qrs lbs
1	Fore Sails,	180	Chain .....	1 1/16	2	Bower, 10. 1. 1	9. 1. 20
1	Fore Top Sails,	60	<del>Iron</del> Stream Cable .....	3/8	1	Stream, 4. 0. 4	
2	Fore Topmast Stay Sails,	120	Hawser .....	5 1/2	1	Kedge, 2. 0. 0	
1	Main Sails,	75	Towlines .....	7 1/2			
2	Main Top Sails,	120	Warp .....	4 1/2			
			All of <u>Good</u> quality.				

and all other sails  
 required to form a full suit

Her Standing and Running Rigging are complete sufficient in size and Good in quality.

She has one 18 1/2 ft Long Boat and one Stern Boat 16 1/2 ft

The present state of the Windlass is Good ~~Capstan~~ Good and Rudder Good  
filled with purchase

### General Remarks—Statement and Date of Repairs.

This vessel is formed with the flared bow & stem to a moderate extent is flush decked with square stern no transom stern being filled in abaft after beam with counter & stern timbers running down & abutting to after beam. Ceiling & outside planking well run out & all secured internally with hooks.

Bower chains are certified to have been tested to 19 tons each

Notes. Sheer Strakes are thin mid lengths are 2 3/4 to 3 inches - Woodings are apt 2 1/4 to 2 1/2 fore 2 1/2 along their lengths. Fellings of Red Pine have been used under these to give protection over the topsides. Scharph of After Hood opposite scharph of shelf & Butt of Waterway from 3 to 4 feet abaft them.

Waterways are of Baltic Red Pine coarse heavy large knots have been set to form of side were in consequence sprung & opened at one of these knots in both cases one of them getting it aboard. Waterway bolts in some cases appear on under side of Waterway inside passing from the outside in sheer strake. Vertical bolts in some have been driven clear of the shelf & are clinched on under side of Beams & knees.

Topsides are fastened with short iron bolts plugged on heads. Deck clamp opposite fastened with spike nails & no through fastening. Throat Bolts of Hooks & Crutch with the exception of Main deck Hook forward are not through. Lower Hook apt no throat bolt nor hole for it being made rather acute in form for it.

Topsides & Red Pine Plank under ways showed a considerable amount of Sapwood in edges particularly inside.

I am of opinion that this vessel should have 4 to 5 pair additional iron heavy knees applied to Deck Beams & at least 4 pair to hold Beams carried down to Bilge strakes. additional vertical bolt driven thro Waterway & clinched under shelf.

If Sheathed, Doubled, Felted, or Coppered Single bottom

When last done

I am of opinion this Vessel should be Classed 6 A1 on the above being complied with or as may be approved

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,

Special .....£ 4 : 4 : 0

Certificate (if required) .....£ 6 : 2 : 6

Committee's Minute

Character assigned



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