

Rec. 16/4/55/1036

No. 1636 Survey held at Wraserburch. Date April 7th 1855
 on the Brig Craigievar, Master Robt Johnston,
 Tonnage Old 246 Built at Wraserburch, When built 1854 Launched 1853
 By whom built John Webster, Owners John Cook,
 Port belonging to Aberdeen, Destined Voyage Cape of good Hope,
 If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	Feet. <u>105</u>	Inches.	Extreme Breadth Outside	Feet. <u>22</u>	Inches. <u>5</u>	Depth of Hold	Feet. <u>12</u>	Inches.
Scantlings of Timber.								
TIMBER AND SPACE	Inches. <u>23</u>		Inches. Middle	Inches. Ends	Thickness of Plank.			
Floors <u>double sided</u>	<u>9 1/2</u>	Moulded	<u>11</u>	<u>9 1/2</u>	Outside.		Inside.	
1 st Foothooks	<u>9 1/2</u>	"	<u>9</u>	<u>8 1/2</u>	Keel to Bilge	<u>3</u>	Limber Strakes	<u>3 1/2</u>
2 nd Ditto	<u>9 1/2</u>	"	<u>8</u>	<u>7 1/2</u>	Bilge Planks	<u>4</u>	Bilge Planks	<u>3 1/4</u>
3 rd Ditto	<u>8 1/2</u>	"	<u>7</u>	<u>5 1/2</u>	Bilge to Wales	<u>3</u>	Ceiling in Flat	<u>3 1/4</u>
Top Timbers	<u>8 1/2</u>	"			Wales	<u>4 1/4</u>	Ditto Bilge to Clamp	<u>2 1/4</u>
Deck Beams N ^o <u>21</u> Average Space <u>4 feet</u>		"			Topsides	<u>2 3/4</u>	Hold Beam Clamps	<u>3 3/4</u>
Deck Beams, length amidships <u>21</u>	<u>8 1/2</u>	"	<u>9</u>	<u>6 1/2</u>	Sheer Strakes	<u>3 1/2</u>	Deck Beam Ditto	<u>none</u>
Hold Beams N ^o <u>6</u> Average Space <u>10 1/2</u>		"	<u>10</u>	<u>9</u>	Plank Sheers	<u>3</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Hold Beams, length amidships <u>20</u>	<u>9</u>	"			Water-Ways { Upper Deck <u>6</u>		Hold Beam Shelves	<u>none</u>
Keel	<u>11 1/2</u>	"	<u>13</u>		Lower Deck <u>none</u>		Deck Beam Ditto	<u>3</u>
Scarphs of Ditto	<u>3</u>	"			Upper Deck	<u>3</u>		
Keelsons	<u>11</u>	"	<u>15</u>					
Scarphs of Ditto	<u>6</u>	"						

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

Heel-Knee, and Deadwood abaft	Copper Inches. <u>9m</u>	Iron Inches. <u>1 1/2</u>	Transoms and throats of Hooks	Copper Inches. <u>9m</u>	Iron Inches. <u>1</u>	Waterway	Copper Inches. <u>9m</u>	Iron Inches. <u>1 1/4</u>
Scarphs of Keel.....N ^o . <u>9</u>	<u>7/8</u>		Arms of Hooks	<u>7/8</u>	<u>7/8</u>	Hold Beam Bolts in	Knees	<u>7/8</u>
Keelson Bolts through Keel at each Floor		<u>1</u>	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	<u>3/4</u>		Deck Beam Bolts in	Shelf or Clamp	<u>7/8</u>
Bolts through Heels of Timbers against Deadwood		<u>3/4</u>	Butt End Bolts	<u>3/4</u>			Knees	<u>7/8</u>
			Pintles of the Rudder	<u>2 3/4</u>		Treenails	Shelf or Clamp	<u>1 1/4</u>

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 4 1/2 Inches.

The Stem, and Stern Post, consist of British Oak, The Transoms, Aprons, Knight Heads, and

Hawse Timbers of British Oak, Deadwood, of Br. Oak & Elm and are well free from all defects.

The Floors consist of Baltic Oak, The First Foothooks of Baltic Oak Timber.

The Second Foothooks of British Oak, The Third Foothooks and Top Timbers of British Oak,

The Shifts of the First and Second Foothooks are not less than three feet 6 in. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are the same,

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

frame is well squared,

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

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 well chocked with a Butt at each end of the chock. The Main Keel is well squared & Br. Oak.

The Main Keelson is Baltic Oak and is free from all defects. The False Keelson is Baltic Oak.

The Deck Beams consist of Baltic Oak, The Hold Beams of Baltic Oak, The Knees of Br. Oak & Elm

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is For White Oak & Am^r Elm

From the above named Height to the Light Water Mark is composed of For White Oak,

From the Light Water Mark to the Wales is For White Oak,

The Wales and Black-strakes are For White Oak, The Topsides For White Oak.

The Sheer-strakes and Plank-sheers For White Oak, The Water-ways { Upper Deck Red pine

The Decks Consists of Yellow pine, Lower Deck none

The Shifts of the Planking are not less than five Feet inches. State of material good,

or partial, and if partial, in what part of the Ship. N. B. If less than prescribed by the Rule, state whether general

The Planking is wrought not less than 3 between

Planking Inside.—The Limber-strakes are For White Oak, The Bilge Planks For White Oak,

The Ceiling, Lower Hold, For White Oak, Between Decks Baltic pine

Shelf Pieces one For White Oak, Clamps For White Oak.

Fastenings.—To Hold Beams are secured with patent lugs to each Beam &

four pair of Iron hanging braces, well bolted & clenched,

Deck Beams are secured with 4 pair patent lugs, oak siding braces &

six pair of Iron hanging braces, well bolted through & clenched,

Number of Breasthooks three Iron Pointers four Iron Crutches three Iron

Butts End Bolts are of Yellow metal in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes all bolted through and clenched. Treenails of Br. Oak How Made Turned

Thickstuff over Double Floors all bolted through and clenched. General Quality of Workmanship Good

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

Builder's Signature _____ Surveyor's Signature Willm. Webster

Her Masts, Yards, &c. are in Good condition, and sufficient in size and length.

1636 ABN

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N^o.

Fathoms.

Inches.

N^o.

Weight.

Fore Sails,

Chain

100

1 1/2

Bower,

2

11, 1, 0

Fore Top Sails,

Hempen Stream Cable

90

7

Stream,

1

4, 0, 0

Fore Topmast Stay Sails,

Hawser

90

6

Towlines

90

6

Main Sails,

Towlines

Main Top Sails,

Warp

90

4 1/2

Kedge,

1

1, 2, 2

and

All of good quality.

Her Standing and Running Rigging all new sufficient in size and good in quality.

She has One Long Boat and One other,

The present state of the Windlass is good ^{wind} Capstan good Rudder good Pumps 2 good.

General Remarks—Statement and Date of Repairs.

This Vessel has been built under Special Survey for the eight years grade. The material she is composed of is sound & good, she is well fastened & fitted up able to rule, she has a flush deck with a round table built up for cabins, she has a patent purchase for her windlass, a double winch & all other necessary fittings on deck, the whole of her standing rigging consists of wire of a good size & properly fitted, she is sheathed with yellow metal & felt under the upper courses, she is in a good & efficient state, fit for the conveyance of dry and perishable cargoes to & from any part of the world.

If Sheathed, Doubled, Felted, or Coppered, Yellow Metal When last done 1855.

I am of opinion this Vessel should be Classed O-A-1.

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

Special£ 9 : 1 : -

Certificate (if required)£ : : -

Committee's Minute 17th April 1855

Character assigned Δ 1 for 8 Years



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