

No. 2191 Survey held at Peterhead Date May 14th 1864
on the Ship Ranger Master J. Stewart
Tonnage Old 438 Built at Peterhead When built 1864 Launched Oct 14th
By whom built John Smith Owners J. & J. Peattie
Port belonging to Peterhead Destined Voyage Port Natal
If surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft		Feet.	Inches.	Extreme Breadth Outside		Feet.	Inches.	Depth of Hold		Feet.	Inches.	
		138				26	1			13	4	
Scantlings of Timber.		IN SHIP.		REQUIRED PER RULE		Thickness of Plank.		INCHES.		INCHES.		
		Side.	Moulded.	Side.	Moulded.			Outside.	Inside.	In Ship.	Required per Rule.	
		Middle.	Ends.	Middle.	Ends.							
TIMBER AND SPACE		24	-	25 1/4	-			Garboard Strakes ..	4 1/2	3 1/2	4	3 3/4
Floors .. double		10 1/2	10 1/2	10 1/2	11	11	11	Garboard to Bilge ..	3 1/2	3 1/2	4	3 3/4
1 st Foothooks		11	11	10	7 1/2	10	11	Bilge Planks	4	3 1/2	4	3 3/4
2 nd Ditto		10	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	Bilge to Wales	4 1/4	3 1/2	4	3 3/4
3 rd Ditto		9	7 1/2	7 1/2	7 1/4	7 1/2	7 1/2	Wales	4 3/4	3 1/2	3 1/2	2 3/4
Top Timbers		3	9	7 1/2	7 1/2	7 1/4	7 1/2	Topsides	4	3 3/4	3 1/2	3 3/4
Deck { N ^o 17		Average	8 1/2	8 1/2	8 1/2	8 1/4	8 1/4	Sheer Strakes	4 1/2	3 3/4	2 3/4	2 3/4
Beams { Space 3		feet	11	-	-	-	-	Plank Sheers	3 1/2	3 1/2	2 3/4	2 3/4
Deck Beams, length amidships		23	11	-	-	-	-	Water- { Upper Deck	10 1/2	-	2 3/4	2 3/4
Hold { N ^o 13		Average	11 1/2	11 1/2	11 1/2	11 1/4	11 1/4	Ways { Lower Deck	9 1/2	-	2 3/4	2 3/4
Beams { Space 8		feet	11 1/2	11 1/2	11 1/2	11 1/4	11 1/4	Ditto, faying surface	7	6 1/2	2 3/4	2 3/4
Hold Beams, length amidships		24	11	-	-	-	-	against Timbers ..	7	6 1/2	2 3/4	2 3/4
Keel		12 1/2	14	14	12 1/2	12 1/2	12 1/2	Upper Deck	3	3	2 3/4	2 3/4
Scarphs of Ditto		6 3/4	-	-	1 1/4	-	-					
Keelsons		12 1/2	14	13	13 1/4	13 1/2	13 1/4					
Scarphs of Ditto		4 3/4	-	-	7 1/4	-	-					
Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.												
		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			
Heel-Knee, & Deadw'd abaft		-	1 1/2	1 1/2	Transoms and throats of Hooks		-	1	1	Hold Beam { Waterway ..		
Scarphs of Keel, N ^o 7		7/8	-	7/8	Arms of Hooks		7/8	-	7/8	Bolts in { Knees		
Keelson Bolts through Keel		-	1	1	Thro' Bilge & Limber Strakes		3/4	-	3/4	Shelf or Clamp		
at each Floor		-	1	1	Thickstuff over Double Floors		3/4	-	3/4	Deck Beam { Waterway ..		
Bolts thro' Heels of Timbers		-	3/4	13/16	Butt End Bolts		3/4	-	3/4	Bolts in { Knees		
against Deadwood		-	3/4	13/16	Pintles of the Rudder		3	-	2 5/8	Shelf or Clamp		
										Nails or Bolts in Flat of Deck		
										Treenails Inches		

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 1/4 Inches. The Space between the Top-Timbers is 1 1/2 Inches.
The Floors consist of Pine The First Foothooks of Pine
The Second Foothooks of Pine The Third Foothooks and Top Timbers of Pine
The Shifts of the First and Second Foothooks are not less than 4 feet 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 good
The — 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 piece of Rudder is well Windlass is well
The Keel is well The Main Keelson is well and is free from all defects. —
The Stem, and Stern Post of well The Transoms, Knight Heads, Hawse Timbers, and Aprons of well Deadwood well and are well free from all defects.
The Deck and Hold Beams of well The Breasthooks of well The Knees of well
Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is well
or to the First Foothook Heads }
From the above named Height to the Light Water Mark well
From the Light Water Mark to the Wales well
The Wales and Black-strakes are well The Topsides & Sheer-strakes well
The Spirketting and Plank-sheers well The Water-ways { Upper Deck well
Lower Deck well
The Decks well State of well
The Shifts of the Planking are not less than Six 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 well between, and without step-butting.
Planking Inside.—The Limber-strakes and Bilge-strakes are well
The Ceiling, Lower Hold, and between Decks well Shelf Pieces and Clamps well
Fastenings.—To Hold Beams well To Hold Beams well
Deck Beams well
Number of Breasthooks well Pointers well Crutches well
Butt End Bolts are well in the Bottom well Bolts in each Butt End well through and clenched.
Bilge and Limber Strakes well bolted through and clenched. Treenails well How Made well
Thickstuff over Double Floors well bolted through and clenched. General Quality of Workmanship well
We certify that the above is a correct description of the several particulars therein given
Builder's Signature John Smith Surveyor's Signature well

ABNS 0071

2190 26n
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.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

and all Mast,

Chain 27 1/2 13 1/2

Hempen Stream Cable 60 13 1/2

Hawser 90 6

Towlines 90 7 1/2

Warp 90 4

All of Good quality.

Fathoms. Inches.

Bower

Stream,

Kedge,

N^o. Weight.

3 16 3/4

1 16 2 1/4

1 7 1 1/4

2 3 1 1/4

Her Standing and Running Rigging all new sufficient in size and

She has One Long Boat and Two Others.

The present state of the Windlass is Good Capstan new Rudder Good Pumps 2 Good.

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed

2nd. When the Beams are put in, &c.

3rd. { When completed, and before the plank be painted or payed }

July 29th 1864
Sept 2nd 1864
Oct 11th 1864

This vessel is well built of good seasoned material for the seven years past. She has a raised quarter deck built in accordance with rule Sec 38. She has thick garboard strakes horizontally bolted through the keel & each other. Cleared off pair of diagonal plates fitted & bolted inside the frame of ribs, 4 inches by 4, six feet apart, in accordance with rule Sec 39. A pair of sister beams of greenheart 12 inches by 12, over the joints of the short floor beams through bolted on every alternate timber & sandwiched. The bulge is thick strakes over the short floor frame cheeks, are through bolted and sandwiched in accordance with rule Sec 39. The Cabin deck beams are 9 inches sided & made secured with iron staple lodging beams to each beam & a pair of hanging knees through bolted and sandwiched. The caulking has been inspected at sundry times, during its progress, and was satisfactory where made, but in places cut out of the planking to prove the same, the British objecting rule etc, but having the corner corners.

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

If Sheathed, Doubled, Felted, or Coppered Full metal & felt When last done 1864.

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

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

Special£ - : - -

Certificate£ 3 : - -

Committee's Minute 18th November 1864

Character assigned A 1 for 7 years

July 2-7-11-15-19-22-26-29
Sept 5-9-14-19-24
Oct 2-7-11-15-19
Nov 11-14

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