

No. 2662 Survey held at Peterhead Date, first Survey March 30 1872 Last Survey March 15 1873

on the Countess of Errol Schooner Master Taylor
Tonnage under Tonnage Deck 217.00
Ditto of Spar Deck, or Awaiting Deck
Ditto of Poop, or Raised Qr. Dk. 15.65
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage 230.65
Crew Space, as per Rule 12.20
Register Tonnage, out on Beam 215.40
Engine Room
Register Tonnage, as a Steamer, out on the Beam
Built at Peterhead When built 1873 Launched 29 June 1873
By whom built Messrs Stephen & Forbes Owners N. Baxter
Port belonging to Peterhead Destined Voyage Mediterranean
If Surveyed while Building, Afloat, or in Dry Dock Under special Survey

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	107	8		24	2		12	9	One
Scantlings of Timber.									
TIMBER AND SPACE	23								
Floors	10	10	9 1/4	10 1/4	8 1/4				
1st Foothooks	9	9 1/4	8 1/2	9 1/4	8 1/4				
2nd Ditto	8 1/2	8 1/2	7	8 1/2	7				
3rd Ditto	8	7	5 1/2	6 1/2	5				
Top Timbers	8	7	5 1/2	6 1/2	5				
Deck Beams	8	8	6 1/2	8	6 1/2				
Deck Beams, length amidships	22	6		22	5				
Hold Beams	10	11	10	10 1/2	10 1/2				
Hold Beams, length amidships	22	10							
Keel	11 1/2	14 1/2	14	10 1/4	10 1/4				
Scarp of Ditto	6	0		4	9				
Keelsons	12 1/2	15	14						
Scarp of Ditto	6	6		5	3				
Outside Plank.									
Garboard Strakes	1 1/4	2 1/4							
Garboard to Bilge	3	2 1/4							
Bilge Planks	4	2 1/4							
Bilge to Wales	4	2 1/4							
Wales	4 1/4	4 1/4							
Topsides	4 1/2	3 1/4							
Sheer Strakes	3 1/2	3 1/4							
Plank Sheers	3 1/4	2 1/4							
Water Upper Deck	11 1/2	11 1/2							
Ways Lower Deck	6 1/2	6 1/2							
Ditto, faying surface against Timbers	5 1/4	5 1/2							
Upper Deck	3	3							
Dimensions of Ship per Register.									
length	107	8	breadth	24	2	depth	12	9	
Inside Plank.									
Limber Strakes	4 1/2	3 1/4							
Bilge Planks	4 1/2	3 1/4							
Ceiling in Flat	4 1/2	3 1/4							
Ditto Bilge to Clamp	3								
Hold Beam Clamps	4 x 4	2 1/4							
Deck Beam Ditto	2 1/2	2 1/2							
Ceiling 'twixt Decks	2	2							
Hold Beam Shelves	5 1/4								
Deck Beam Ditto	6 1/4	5 1/2							

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		Copper or Y.M. in Ship.
Heel-Knee, & Deadw'd abaft	1			Transoms and throats of Hooks	1 1/2	1 1/2	1 1/2	Hold Beam	Waterway
Scarp of Keel, N° 1	1 1/2	1 1/2	1 1/2	Arms of Hooks	1 1/2	1 1/2	1 1/2	Bolts in	Knees
Keelson Bolts through Keel at each Floor	1 1/2	1 1/2	1 1/2	Thro' Bilge and Limber Strakes	1 1/2	1 1/2	1 1/2		Shelf or Clamp
Bolts thro' Heels of Timbers against Deadwood	1 1/2	1 1/2	1 1/2	Thickstuff over Double Floors	1 1/2	1 1/2	1 1/2	Deck Beam	Waterway
Frame Bolts	1 1/2	1 1/2	1 1/2	Butt End Bolts	1 1/2	1 1/2	1 1/2	Bolts in	Knees
				Short Bolts in Ceiling	1 1/2	1 1/2	1 1/2		Shelf or Clamp
				Pintles of the Rudder	2 1/2	2 1/2	2 1/2	Nails or Bolts in Flat of Deck	
								Treenails	Inches

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 24 3/4 Inches. The Space between the Top-Timbers is 4 Inches.
The Floors consist of Baltic Oak The First Foothooks of Baltic Oak
The Second Foothooks of Baltic Oak & Larch The Third Foothooks and Top Timbers of Baltic Oak & Larch
The Main Keelson is Pitch Pine and free from all defects. The Shifts of the First and Second Foothooks are not less than 3 1/2
The Transoms, Knightheads, Hawse Timbers, & Aprons of Larch ditto. N.B. When less than prescribed by the Rule, state how many.
Deadwood, of Bal Oak & Larch ditto. The rest of the Shifts of the Frame are sufficient
The Stem, and Stern Post of Baltic Oak ditto. The Frame is fairly squared from First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is good
The Deck and Hold Beams of Baltic Oak & Larch The Frames are all bolted together to the Gunwale.
The Breasthooks of Iron N.B. If not, state how bolted
The Knees of Larch & Larch The Keel of Larch & Larch The Butts of the Timbers are all close together; their thickness not less than 1/8 of the entire moulding at that place.
The Main piece of Rudder of Bal Oak of Windlass of Bal Oak The Frame is cross chocked with a Butt at each end of the chock.

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is American Pitch Pine
From the above named Height to the Light Water Mark American Pitch Pine & Pitch Pine
From the Light Water Mark to the Wales Pitch Pine
The Wales and Black-strakes Bal Oak The Topsides & Sheer-strakes Baltic Oak
The Spirketting and Plank-sheers Baltic Oak The Water-ways Upper Deck Larch Red Pine Lower Deck Larch
The Decks Yellow Pine State of good
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 three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Baltic Red Pine & Pitch Pine
The Ceiling, Lower Hold, and between Decks Baltic Red Pine & Pitch Pine Shelf Pieces and Clamps Larch Red Pine
Fastenings.—To Hold Beams Two pairs of Larch hanging knees
Deck Beams Larch hanging knees, sea bars of Larch hanging knees, Larch patent binders and eight pairs of Larch hanging knees
Number of Breasthooks Two Pointers Crutches Two
Butt End Bolts are of Yellow Metal in the Bottom One through and clenched.
Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of Larch & Bal Oak How Made Larch
Thickstuff over Double Floors 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 Stephen Forbes Surveyor's Signature Lloyd's Register Foundation
3300 (8/5/72) ABNG-0126

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

Tested at North Shore Sunderland
31 Dec 1842

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N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	100	1 1/8	22 1/4	1 1/8	20 1/8	Bowers	3	2 1/2	12.2.0.21	8.1.0	10 1/2
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).						(State Machine where Tested, and name of Superintendent).					
	Fore Topmast Stay Sails,	Hempen Stream Cable	00	1 3/8		0 1/2		Stream	1	4 3.0	9.11.2.4	7.0.2	9 1/2
	Main Sails,	Hawser	40	8		4		Kedges	2	2.2.0	1.0.0	1.2.0	
	Main Top Sails,	Towlines	80	5 1/2									
	and some spare sails.	Warp	90	4									
		All of good quality											

Her Standing and Running Rigging good sufficient in size and good in quality. She has one Long Boat and one 14 ft Gun

The present state of the Windlass is good Capstan good and Rudder good Pumps one 2" Efficient

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?

One discharge port and one scupper on each side

Cargo Hatchways.—How formed? Wood Chambers better beams State size one Hatch 4' 0" x 4' 1"

If of extraordinary size, state how framed and secured? Medium size

What arrangement for shifting beams? None

Quadrant Hatch 4' 6" x 4' 1"

Hatches, themselves, whether strong and efficient? Yes

Main Hatchways.—State size 8' 9" x 4' 5"

Order for Special Survey,

No. 342 Date March 30th 1842

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

1st. When the Frame is completed Built under special

2nd. When the Beams are put in, &c. Survey from the 30th March

3rd. { When completed, and before the plank be painted or payed } 1842, until the 15th March 1843

Order for Ordinary Survey,

No. 342 Date March 30th 1842

General Remarks.

Has 13 Pairs of Diagonal plates 4 x 9 1/2 closely inserted outside the frame as per Section 39. and thick garboard strakes horizontally bolted thro Keel and each other, and is built of good and sound material of the 4 years grade as per Table A, and is fastened externally with treenails. Yellow Metal bolts and dunnops to the exclusion of iron from the lower part of Keel up to the height of 1/2 the midship depth of Hold below the upper side of the upper Deck, above which all fastenings outside and the whole of the inside fastenings are of iron properly galvanized for an additional period of one year as per Section 46.

This Vessel was Contracted for March 15th 1842

Present condition of Caulking of Bottom Good where tested

Deck, Good where tested

and Waterways Good where tested

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 G & A

The Amount of the Entry Fee.....£ 3 : 0 : 0 : is received by me,

Travelling Expenses, Special.....£ 10 : 10 : 0 : See paid 27 March

(if any) £ 0 : 0 : 0 Certificate.... grants :

Committee's Minute 1st April 1842

Character assigned A for 9 years

T.P.W. A & C.P.



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