

No. 759 Survey held at BridfordDate 10 April

1857

on the Amig SiskoonMaster John McGowanTonnage New 164Built at BridfordWhen built 1852By whom built George CoxOwners George W. CarrPort belonging to LondonDestined Voyage LiverpoolIf Surveyed while Building, Afloat, or in Dry Dock Whilst Building &c.

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.
91	1		19			12	3	

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.			Outside.	Inches.	Inside.	Inches.
Floors.....sided	9 1/2	Moulded	13 9 1/2	Keel to Bilge	1 3/4	Limber Strakes	3
1st Foothooks.....	8	"	9 1/2	Bilge Planks	4 1/2	Bilge Planks	3 1/2
2nd Ditto.....	7 1/2	"	8 7	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
3rd Ditto.....	5 7	"	7 5	Wales	4	Ditto Bilge to Clamp	2 1/2
Top Timbers	1	"		Short Hoods	4	Hold Beam Clamps	4
Deck Beams No 19 Average Space } 4 feet	8 1/2	"	8 1/2	Topsides	3	Deck Beam Ditto	4
Hold Beams No 8 Average Space } 8 feet	9 1/2	"	9 1/2	Sheer Strakes	3	Ceiling 'twixt Decks	2
Keel	10	"	13	Plank Sheers	3	Hold Beam Shelves	
Keelsons	12 1/2	"	14	Water-Ways	5	Deck Beam Ditto	
Scarp of Ditto	7 feet	"		Upper Deck	3		

## Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	1 1/8		Transoms and throats of Hooks	1		Lower Pintle of the Rudder	2 3/4	
Scarp of Keel.....No.	7/8		Arms of Hooks	7/8		Hold Beam		1
Floor Timber Bolts	1		Bolts thro' Bilge & Limber Strakes	3/4		Deck Beam		7/8
Kelson ditto	1 1/8		Butt End Bolts	5/8				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, consist of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak and are all free from all defects. The Floors consist of English Oak The First Foothooks of English Oak Timber. The Second Foothooks of English Oak The Third Foothooks of English Oak The Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 3 feet 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. The Frame is well squared from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is

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 all Butt at each end of the chock.The Main Keelson is Greenheart and free from all defects.The False Keelson is GreenheartThe Deck Beams consist of English Oak The Hold Beams of English Oak The Knees of Iron**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is English OakFrom the above named Height to the Light Water Mark English OakFrom the Light Water Mark to the Wales English OakThe Wales and Black-strakes are English Oak The Topsides East India TeakThe Sheer-strakes Teak and Plank-sheers Teak The Water-ways TeakThe Decks Indian Yellow pine State of Very GoodThe 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 Strakes between**Planking Inside.**—The Limber-strakes are Greenheart & Eng Oak the Bilge Planks Greenheart & Eng OakThe Ceiling, Lower Hold, Teak & Eng Oak Between Decks TeakShelf Pieces  Clamps Teak**Fastenings.**—To Hold Beams Iron Horizontal Pins to each beamDeck Beams Iron Horizontal Pins to each beam with six pins of Iron  
Hanging PinsNumber of Breasthooks 2 Wood & 2 Iron Pointers two Crutches oneButts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.Bilge and Limber Strakes Copper bolted through and clenched. Treennails of English Oak How Made Engine turnedGeneral Quality of Workmanship Very Good

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

Builder's Signature

George Cox

Surveyor's Signature

James Brown

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .			Fathoms. Inches.	N <sup>o</sup> .	Weight.
1	Fore Sails,	Chain .....	130 1 1/16	Bower, .....	10-3-22 11-3-11
1	Fore Top Sails,	Hempen Stream Cable .....	80 7		
2	Fore Topmast Stay Sails,	Hawser .....	76 5	Stream, .....	1 5-2-3
2	Main Sails,	Towlines .....	75 4		
2	Main Top Sails,	Warp .....	90 3	Kedge, .....	2 2-0-8 1-2-8
and <u>all other necessary sails</u>		All of <u>good</u> quality.			

Her Standing and Running Rigging is sufficient in size and Good in quality.

She has a Long Boat and a Jolly Boat

The present state of the Windlass is Good Capstan Good Rudder Good Pumps Good

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

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 12-A1

The Amount of the Fee.....£ 2 : 5 : is received by me, James Brown

Special .....£ : :

Certificate (if required) .....£ : 5 :

Committee's Minute 5<sup>th</sup> April 1852

Character assigned A 1 per 12<sup>th</sup> Dec  
al



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