

No. 233 Survey held at Banff Date 13 May Recd 18/5/54 233
 on the Schooner Matilda Master Alexander Munro 1854
 Tonnage Old 136 Built at Banff When built 1854 Launched 12 May
 By whom built John Watson Owners James Calder all rigged & ready for sea
 Port belonging to Fundhorn Destined Voyage Coasting
 If Surveyed while Building, Afloat, or in Dry Dock while Building every Day

Length aloft	Feet. Inches. <u>74</u>	Extreme Breadth	Feet. Inches. <u>20 1</u>	Depth of Hold	Feet. Inches. <u>10</u>
Scantlings of Timber.			Thickness of Plank.		
Room and Space	Inches. <u>20</u>	Inches. Middle	Inches. Ends	Outside.	Inside.
Floors	sided <u>9</u>	Moulded <u>10 1/2</u>	<u>5 1/2</u>	Keel to Bilge	Limber Strakes
1st Foothooks	" <u>8</u>	" <u>10</u>	<u>8</u>	Bilge Planks	Bilge Planks
2nd Ditto	" <u>8</u>	" <u>8</u>	"	Bilge to Wales	Ceiling in Flat
3rd Ditto	" <u>8</u>	" <u>8</u>	"	Wales	Ditto Bilge to Clamp
Top Timbers	" <u>7</u>	" <u>6 1/2</u>	<u>5</u>	Short Hoods	Hold Beam Clamps
Deck Beams N° <u>17</u>	Average Space } <u>3 * 10</u>	" <u>8</u>	<u>5</u>	Topsides	Deck Beam Ditto
Hold Beams N°	Average Space }	" <u>8</u>	<u>5</u>	Sheer Strakes	Ceiling 'twixt Decks
Keel	" <u>10</u>	" <u>13</u>	"	Plank Sheers	Hold Beam Shelves
Keelsons	" <u>10</u>	" <u>14</u>	"	Water-Ways	Deck Beam Ditto
Scarphs of Ditto	" <u>6 feet</u>	" <u>14</u>	"	Upper Deck	

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		<u>1</u>	Transoms and throats of Hooks	<u>7/8</u>		Lower Pintle of the Rudder		<u>2 1/4</u>
Scarphs of Keel N° <u>8</u>	<u>3/4</u>		Arms of Hooks	<u>1</u>		Hold Beam		
Floor Timber Bolts	<u>1</u>		Bolts thro' Bilge & Limber Strakes	<u>3/4</u>		Deck Beam		<u>3/4</u>
Keelson ditto	<u>1</u>		Butt End Bolts	<u>3/4</u>				

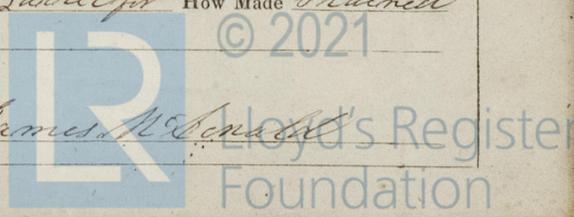
Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inches. The Space between the Top-timbers is 2 Inches. The Stem, Stern Post, consist of Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Oak and Larch and are put free from all defects. The Floors consist of Larch & Oak good The First Foothooks of Larch & Oak Timber. The Second Foothooks of Larch & Oak The Third Foothooks of Larch & Oak The Top Timbers of Larch & Oak The Shifts of the first and second Foothooks are not less than 3 feet 6 inches 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 all squared from the first Foothook Heads upwards, and put free from sap, and from thence downwards, the frame is all well squared The alternate Frames are all bolted together to the Gunwale. all her frames are Bolted 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 all chocked with Butt at each end of the chock. The Main Keelson is Oak and free from all defects. The False Keelson is Oak The Deck Beams consist of Larch & Oak The Hold Beams of Larch The Knees of Larch

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Larch From the above named Height to the Light Water Mark do From the Light Water Mark to the Wales do The Wales and Black-strakes are Oak The Topsides Larch The Sheer-strakes Oak and Plank-sheers Larch The Water-ways Oak The Decks yellow Pine State of good The Shifts of the Planking are not less than 3 Feet 6 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 between between

Planking Inside.—The Limber-strakes are Oak the Bilge Planks Oak The Ceiling, Lower Hold, Oak Between Decks Larch Shelf Pieces Larch Clamps Larch

Fastenings.—To Hold Beams Larch
 Deck Beams Double Banded with Larch part of truss very good
 Number of Breasthooks four Pointers one Crutches one
 Butts End Bolts are of iron in the Bottom, and one Bolt in each Butt End through and clenched.
 Bilge and Limber Strakes iron bolted through and clenched. Treenails of Wattle How Made Planned
 General Quality of Workmanship good

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature John Watson Surveyor's Signature James McDonald



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 .		Fathoms.	Inches.	N ^o .	Weight.
/	Fore Sails,	Chain <u>tested</u>	150 15/16	Bower,	2 7
/	Fore Top Sails, <u>by gable</u>	Hempen Stream-Cable	65 7	Stream,	1 2-50
2	Fore Topmast Stay Sails, <u>by gable</u>	Hawser <u>morning shire</u>	65 6	Kedge,	1 150 lb
/	Main Sails,	Towlines	60 5		
	Main Top Sails,	Warp	70 3		
	and <u>stairway sails & storm topsail</u>	All of <u>good</u> quality.			

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

She has one Long Boat and _____

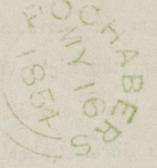
The present state of the Windlass is good Capstan work Rudder good Pumps 2 iron ones good

General Remarks—Statement and Date of Repairs.

This Schooner is Built of oak and Larch all pitched wood the owner being a timber dealer she is a good well finished ship and has a good cut of fit and is fit to carry dry cargo James McDonald Surgeon

Barriff 15th May 1854

*Charles Graham Esq
Secretary
to Lloyd's Register of British
and Foreign Shipping
No 2 White Lion Court Cornhill
London*



If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 7 years A1

The Amount of the Fee.....£ one : : is received by me, from John Walter James McDonald

Special£ : : :

Certificate (if required)£ : : 2 : 6 Be so kind as send me Certificate of Class 8/12

Committee's Minute 19th May 1854

Character assigned A 1 M 7

Handwritten signature

