

No. 233

Survey held at

Bang

Date 13 May

Rec 18/5/14 233
1854

on the

Schooner Matilda

Master

Alexander Munro

Tonnage

Old 136

Built at

Bang

When built

1854 Launched 12 May

By whom built

John Watson

Owners

James Calder all rigged & ready for sea

Port belonging to

Fandhorn

Destined Voyage

Coasting

If Surveyed while Building, Afloat, or in Dry Dock

while Building every Day

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

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

Heel-Knee, and Deadwood abaft	Copper Inches.	Iron Inches.	Transoms and throats of Hooks	Copper Inches.	Iron Inches.	Lower Pintle of the Rudder	Copper Inches.	Iron Inches.
Scarphs of Keel.....N° 8	3/4		Arms of Hooks	1		Hold Beam		2 1/4
Floor Timber Bolts	1		Bolts thro' Bilge & Limber Strakes	3/4		Deck Beam		3/4
Keelson ditto	1		Butt End Bolts	3/4				

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 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 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 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 The Knees of

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 The Water-ways Oak

The Decks yellow Pine State of good

The Shifts of the Planking are not less than 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 between

Planking Inside.—The Limber-strakes are Oak the Bilge Planks Oak

The Ceiling, Lower Hold, Oak Between Decks Larch

Shelf Pieces Clamps Larch

Fastenings.—To Hold Beams

Deck Beams Double Planked with Larch part of truss very good

Number of Breasthooks four Pointers Crutches

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 Batticfir How Made Plained

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.
1	Fore Sails,	Chain <u>twisted</u>	150 15/16	Bower,	2 7
1	Fore Top Sails, <u>by ght</u>	Hempen Stream-Cable	65 7		
2	Fore Topmast Stay Sails, <u>by ght</u>	Hawser <u>moving shire</u>	65 6	Stream,	1 2-50
1	Main Sails,	Towlines	60 5		
	<u>by ght</u>	Warp	70 3	Kedge,	1 150 lb
	<u>by ght</u>	All of <u>good</u> quality.			

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

She has one Long Boat and one
The present state of the Windlass is good Capstan new Rudder good Pumps 2 or 3 are good

General Remarks—Statement and Date of Repairs.

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

*Banff 15 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 A1

Committee's Minute 19th May 1854

Character assigned A1



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