

Rec 7/10/2012

No. 2112 Survey held at Glasgow Date 30th September 1846
 on the Smack "Matilda McColl" Master Donald McKellar
 Tonnage 31 Built at Glasgow When built Launched 26th September 1846
 By whom built William Hood Rowan & Co. Owners John McColl
 Port belonging to Glasgow Destined Voyage Fort William
 If Surveyed Afloat or in Dry Dock Building

Length aloft 46 6 Feet. Inches. Extreme Breadth 14 0 Feet. Inches. Depth of Hold 7 1 Feet. Inches.

Scantlings of Timber.				Thickness of Plank.			
Timber and Space.....	each	Inches.		Outside.	Inches.	Inside.	Inches.
Floors.....	sided	<u>7</u>	Moulded	Keel to Bilge	<u>2 1/2</u>	Foot Waling	<u>3</u>
1 st Foothooks.....	"	<u>6</u>	"	Bilge Planks.....	<u>3</u>	Bilge Planks.....	<u>3</u>
2 nd Ditto.....	"	<u>6</u>	"	Bilge to Wales.....	<u>2</u>	Ceiling in Flat.....	<u>2</u>
3 rd Ditto.....	"	"	"	Wales.....	<u>3</u>	Ditto Bilge to Clamp.....	<u>2</u>
Top Timbers.....	"	<u>5</u>	"	Topsides.....	<u>2</u>	Hold Beam Clamps.....	<u>1</u>
Deck BeamsN ^o . of <u>10</u>	"	<u>6</u>	"	Sheer Strakes.....	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Hold BeamsN ^o . of	"	"	"	Plank Sheers.....	<u>2</u>	Ceiling 'twixt Decks.....	<u>2</u>
Keel.....	"	<u>8</u>	"	Water-Ways.....	<u>4 1/2</u>	Hold Beam Shelves.....	<u>1</u>
Kelsons.....	"	<u>8</u>	"	Upper Deck.....	<u>2</u>	Deck Beam Ditto.....	<u>1</u>

Copper.		Inches.	Size of Bolts in Fastenings.		Inches.	Iron.		Inches.
Heel-Knee, and Dead Wood abaft.....	<u>18 7/8</u>		Bolts thro' the Bilge and Foot Waling.....	<u>5/8</u>		Hold Beam.....		
Scarp of Keel.....N ^o	<u>7/8</u>		Butt End Bolts.....	<u>9/16</u>		Deck Beam.....	<u>5/8</u>	
Floor Timber Bolts.....	<u>7/8</u>		Lower Pintle of the Rudder (Iron).....	<u>2 1/4</u>		same in Iron above the Copper.....		
Kelson ditto.....	<u>7/8</u>							
Transoms and throats of Hooks.....	<u>7/8</u>							
Arms of Hooks.....	<u>3/4</u>							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Close Inches. The Space between the Top-timbers is 5 to 6 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects.
 The Floors and first Foothooks are composed of English & Battie White Oak Timber.
 The other Foothooks and Top Timbers of English Oak
 The Shifts of the first and second Foothooks are not less than 3 feet N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are 3 feet 3 inches to 3 ft 6 in.
 The Frame is fair squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is fair squared and free from Sap
 The alternate Frames are all bolted together. 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 Cross chocked with some Butts at each end of the chock.
 The Main Kelson is composed of Quebec White Oak and the False Kelson of —
 The Scarphs of the Kelsons are not less than — feet — inches.
 The Deck and Hold Beams are composed of British & Foreign White Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Rock Elm
 From the first Foothook Heads to the Light Water Mark of Red Pine
 From the Light Water Mark to the Wales of Red Pine
 The Wales and Black-strakes are of Quebec White Oak The Topsides of Quebec White Oak
 The Sheer-strakes and Plank-sheers of Quebec White Oak The Water-ways of Red Pine
 The Decks of Yellow Pine State of Very Good
 The 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 composed of Quebec White Oak the Bilge Planks of Quebec Oak
 The Ceiling, Lower Hold, of Quebec White Oak Between Decks of Red Pine
 Shelf Pieces of — Clamps of Quebec White Oak

Fastenings.—To Hold Beams
 Deck Beams Double (English Oak) Lodging Knees to every Beam
 Number of Breasthooks Three Pointers 2 Inner Transoms Crutches One
 Butts End Bolts are of Y. Metal 9/16 in. in the Bottom, and One Bolt in each Butt End through and clenched.
 Bilge and Footwaling Y. Metal 3/8 bolted through and clenched.
 General Quality of Workmanship Very Good

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

Builder's Name —

Surveyor's Name Wm Robertson

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 .		
1	Fore Sails,	120	Chain	1 1/6	2	Bower,	Cat 2s lb Cat 2s lb 3 " 1 " 0 - 3 0 21
2	Fore Top Sails,	65	Hempen Stream Cable	5	✓	Stream,	- - - - -
	Fore Topmast Stay Sails,		Hawser		1	Kedge,	0 " 3 " 0 - - - -
1	Main Sails,		Towlines				
1	Main Top Sails,	65	Warp	3 3/4			
	and all other requisite sails		All of <u>Good</u> quality.				

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

She has One 21 feet Long Boat and ✓

The present state of the Windlass is Good ^{Dr. Wheel} ~~Capstan~~ Good and Rudder well fitted & Good

General Remarks—Statement and Date of Repairs.

*This is a very good and well finished Vessel
Surveyed in accordance with Rules, and specially by me
during her progress while Building*

Chain cables, proof strain 7 1/4 tons.

Deck Beam Spaces from Aft ^{M. H} 4' 4" - 4' 0" - 4' 0" - 4' 0" - 4' 0" - 7' 0" - 4' 0" - 4' 0" - 4' 0" - 4' 0" - 16' 10" -

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done

I am of opinion this Vessel should be Classed A.1. 8 years

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,

Oct

Special£ 5 : 5 : 0

Committee's Minute

13th Oct 1846

Character assigned

S.A.1

[Signature]



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