

No. 187 Survey held at Dundee Date March 31 1836
 on the Barge Thomas Hughes Master George M. Mann
 Tonnage 369 ²⁴²¹/₃₅₀₀ Built at Dundee When built March 1836
 By whom built Thomas Adamson Owners Lewis Reford
 Port belonging to Belfast Destined Voyage Montreal
 If Surveyed Afloat or in Dry Dock Surveyed at Surveyor's order while building

Length aloft.....^{Feet. Inches.}93^{3/₁₀} Extreme Breadth^{Feet. Inches.}22^{6/₁₀} Depth of Hold^{Feet. Inches.}18^{1/₂}

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	<u>13</u>		
Floors..... sided	<u>12 1/2</u>	<u>Moulded</u>	<u>14 1/4</u> <u>10</u>
1st Foothooks..... "	<u>11</u>	"	<u>10 1/2</u> <u>9 1/2</u>
2nd Ditto..... "	<u>10</u>	"	<u>9 1/2</u> <u>8 3/4</u>
3rd Ditto..... "	<u>8 1/2</u>	"	<u>7 1/2</u> <u>6 1/2</u>
Top Timbers..... "	<u>10</u>	"	<u>10</u> <u>6</u>
Deck Beams..... "	<u>12</u>	"	<u>12</u> <u>8</u>
Hold Beams..... "	<u>11</u>	"	<u>14</u>
Keel..... "	<u>1 1/2</u>	"	<u>2 1/2</u>
Kelsons..... "			

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>3</u>	Foot Waling.....	<u>3 1/2</u>
Bilge Planks.....	<u>4</u>	Bilge Planks.....	<u>4</u>
Bilge to Wales.....	<u>3</u>	Ceiling in Flat.....	<u>2 1/2</u>
Wales.....	<u>4 1/2</u>	Ditto Bilge to Clamp.....	<u>3</u>
Topsides.....	<u>3</u>	Hold Beam Clamps.....	<u>5</u>
Sheer Strakes.....	<u>3 1/4</u>	Deck Beam Ditto.....	<u>3 1/2</u>
Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>2</u>
Water-ways.....	<u>4</u>	Hold Beam Shelves.....	<u>4 1/2</u>
Upper Deck.....	<u>3</u>	Deck Beam ditto.....	<u>4</u>

Size of Bolts in Fastenings.

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English oak and are all free from all defects.

Her Floors and first Foothooks are composed of Continental oak Timber.

Her other Foothooks and Top Timbers of English oak

Her Shifts of the first and second Foothooks are not less than 3 feet 10 inches N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are four feet

The Frame is well squared from the first Foothook Heads upwards, and nearly free from sap, and from thence downwards, the frame is well squared

The alternate Frames are all bolted together.

The Butts of the Timbers are are close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock.

The Main Kelson is composed of Continental oak and the False Kelson of Lignum oak

The Scarphs of the Kelsons are not less than 5 feet 2 inches.

The Deck and Hold Beams are composed of Deck beams English oak & Hold beams Continental oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Lignum Elm

From the first Foothook Heads to the Light Water Mark of Ditto

From the Light Water Mark to the Wales of Dantrio oak with English hood

The Wales and Black-strakes are of African oak, Greenheart & English hood

The Topsides of Red Pine

The Sheer-strakes of Green Heart

The Gunwales of English oak Water-ways of Green Heart

The Shifts of the Planking are not less than Two Feet 1 inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought between, the Stringers of Dantrio oak

Planking Inside.—The Clamps are composed of Dantrio oak

The Bilge Planks of Dantrio oak and the remainder of the Ceiling of Dantrio oak & English hood and lignum

Fastenings.—To Hold Beams Two half pins & four deep round the timber with 3 bolts in beam

Deck Beams Half pin & four deep round the timber same as lower beams

Number of Breasthooks Four Pointers Two Crutches None

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. & extra bolt in mid timber

Bilge and Footwaling are Copper bolted through and clenched. Iron

General Quality of Workmanship Superior

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

Builder's Name Thomas Adamson

Surveyor's Name David Taylor

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	180	Chain	1 1/8 1/4	3	Bower,
/	Fore Top Sails,	80	Hempen Stream Cable.....	8 1/2	/	Stream,
2	Fore Topmast Stay Sails,	80	Hawser	7 1/2	3	Kedge,
/	Main Sails,	90	Towlines	6		All of proper weight.
2	Main Top Sails,	80	Warp	4		
and <u>well found with best sails</u>			All of <u>Best</u> quality.			

Her Standing and Running Rigging is all sufficient in size and of Best quality.

She has one Long Boat and one Skiff & one Jolly Boat

The present state of the Windlass is well fitted Capstan well used and Rudder well hung

General Remarks—Statement and Date of Repairs.

A superior Well built Vessel, well seasoned extra fastened of Large scantling & good Material. She seems to Lower deck beams doubled to beam with a bolt through every timber of the frame above & below alternately, and an extra bolt in every Butt in bottom is abundantly found with best stows and fitted & finished in a superior manner and is every way adapted for the safe conveyance of Dry & Perishable cargoes.

Note) This vessel was to have been fitted with five Staple Standards on each side, which are now on board and will be fitted on her arrival at Liverpool from Montreal, they not having arrived in time here for fitting upon the Stowage of her outward cargo

Tonnage by Old Measure 276 ⁸⁴/₉₄

If Sheathed, Doubled, or Felted, Single bottom
and Date when last done _____

And Lam of opinion this Vessel should be Classed A I for Nine Years

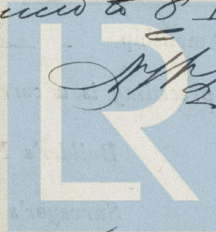
The Amount of the Fee.....£ 4 : 4 : is received by me,

David Wright

Committee Minute 19 April 1836

Character assigned A 1 for 9 Years

of Comm. Min 17 May 1836
to be reduced to 8 A 1



Lloyd's Register
Foundation