

No. 273 Survey held at Dundee Date May 20th 1837 273
on the Ship Warrior Master James Brown
Tonnage 307 327 Built at Dundee When built April 1837
By whom built Garland & Howburgh Owners John Paul Blain
Port belonging to Dundee Destined Voyage Cape of Good Hope
If Surveyed Afloat or in Dry Dock Afloat per order of the Surveyor

Length aloft.....	Feet. 9 Inches. 10	Extreme Breadth	Feet. 24 Inches. 10	Depth of Hold	Feet. 17 Inches. 10					
Scantlings of Timber.			Thickness of Plank.							
	Inches		Inches. Middle	Inches. Ends		Outside.	Inches.		Inside.	Inches.
Timber and Space..... each	14					Keel to Bilge	3		Foot Waling.....	3
Floors..... sided	12	Moulded	13	10 1/2		Bilge Planks	4 1/2		Bilge Planks	4 1/2
1 st Foothooks.....	10	"	10 1/2	9		Bilge to Wales	3		Ceiling in Flat	3
2 nd Ditto.....	10	"	9	7 3/4		Wales	5		Ditto Bilge to Clamp	2 3/4
3 rd Ditto.....		"				Topsides	2 1/2		Hold Beam Clamps	4
Top Timbers	8	"	7 1/2	4 1/2		Sheer Strakes 3 1/2	4		Deck Beam Ditto.....	3 3/4
Deck Beams ... Number of 15 of 5 in. square	10	"	10	5 1/2		Plank Sheers.....	3		Ceiling 'twixt Decks	2
Hold Beams ... No. of 10 of 3 in. round	12 1/2	"	11	7 1/2		Water-ways	6 1/2		Hold Beam Shelves Live.....	4 1/4
Keel	11	"	14			Upper Deck	3		Deck Beam ditto	4
Kelsons	12	"	26							

Copper.		Size of Bolts in Fastenings.		Iron.	
	Inches.	Copper.	Inches.		Inches.
Heel-Knee, and Dead Wood abaft	1 1/4				
Scarp of Keel.....N ^o . 10	3/4	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam.....	7/8
Floor Timber Bolts.....	1/8	Butt End Bolts	1/8	Deck Beam	3/4
Kelson ditto.....	1/8	Lower Pintle of the Rudder	2 3/4		
Transoms and throats of Hooks	1/8	}	}	same in Iron above the Copper	} 5
Arms of Hooks	7/8			Entirely copper fastenings below the keel	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 3/4 Inches. The Space between the Top-timbers is 4 3/4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Continental 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 Second growth Continental Timber all English Oak. Her Shifts of the first and second Foothooks are not less than 4 feet N.B. When reported by you less than the prescribed Rule, then state how many. The rest of the Shifts of the Frame are 4 feet 10 inches. The Frame is well squared from the first Foothook Heads upwards, and neatly 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 all close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is well chocked with no Butt at each end of the chock. The Main Kelson is composed of Lube Oak and the False Kelson of Lube Oak. The Scarphs of the Kelsons are not less than 6 feet 1 inches. The Deck and Hold Beams are composed of Continental Oak.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Lube Elm. From the first Foothook Heads to the Light Water Mark of Continental Oak in Danish. From the Light Water Mark to the Wales of Danish Oak. The Wales and Black-strakes are of Ditto. The Topsides of Ditto. The Sheer-strakes of Ditto Decks, and state of Yellow pine. The Gunwales of Danish Oak Water-ways of Danish Oak. The Shifts of the Planking are not less than 5 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 generally 3 Struts between.

Planking Inside.—The Clamps are composed of Danish Oak and the remainder of the Ceiling of Ditto. The Bilge Planks of Ditto.

Fastenings.—To Hold Beams Double Wood Lodging Knus & two Shelf pieces. Deck Beams Double Wood Lodging Knus & Shelf piece. Number of Breasthooks Four Pointers None Crutches None. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling Copper bolted through and clenched. Inside. General Quality of Workmanship Good.

We certify that the preceding is a correct description of the above-named Vessel.
Builder's Name Garland & Howburgh
Surveyor's Name David Ogilby

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,	190	Chain	1 1/4	3	Bower,,
2	Fore Top Sails,	40	Hempen Stream Cable.....	1 3/4	1	Stream,
2	Fore Topmast Stay Sails,	90	Hawser	8 1/2	2	Kedge,,
2	Main Sails,	90	Towlines	6 1/2	All of proper weight.	
2	Main Top Sails,	90	Warp	4 3/4		
and abundantly furnished with best sails			All of <u>Best</u> quality.	3 1/4		

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

She has one Long Boat and one Cutter & one Dolly Boat

The present state of the Windlass is Wrought Capstan all new and Rudder well hung
Wendy Lyrack & Johnson patent

General Remarks—Statement and Date of Repairs.

Superior well built Ship of good Material and
workmanship & large & antler abundantly fitted with best
stow will perform with shell pieces the whole of her
top timbers extending down to 1st & 2nd Jubbah head planks
well fitted & wrought has a raised quarter Deck is well
adapted for the safe conveyance of cargo & Portholes & gun

If Sheathed, Doubled, or Felted, Coppered on paper to 18 inch below the water
and Date when last done this month

And I am of opinion this Vessel should be Classed 7 A I

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

Committee Minute 30 May 1837

Character assigned A 1 for 7 years



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Foundation