

453

No. 453 Survey held at Dundee Date Sept 1839
 on the Shoon Lady Annure Master Robt Scott
 Tonnage 58 ²⁰⁵⁶/₅₅₀₀ Built at Ferry Port on Craig, Tay When built July 1839
 By whom built David Calman Jun Owners William Low
 Port belonging to Dundee Destined Voyage Dunkirk
 If Surveyed Afloat or in Dry Dock Finished Afloat

Length aloft	Feet. <u>56</u> Inches. <u>6</u> / ₁₀	Extreme Breadth	Feet. <u>16</u> Inches. <u>7</u> / ₁₀	Depth of Hold	Feet. <u>9</u> Inches. <u>4</u> / ₁₀
Scantlings of Timber.					
Timber and Space	each	Inches.	Inches.	Inches.	
Floors	sided	<u>8</u> / ₂	Moulded <u>10</u>		
1 st Foothooks	"	"	"		
2 nd Ditto	"	"	"		
3 rd Ditto	"	"	"		
Top Timbers	"	<u>7</u>	<u>5</u> / ₂ <u>4</u>		
Deck Beams N ^o . of <u>14</u>	"	<u>7</u> / ₂	<u>7</u> / ₂ <u>4</u> / ₂		
Hold Beams N ^o . of	"	"	"		
Keel	"	"	"		
Kelsons	"	<u>10</u>	<u>15</u>		
Thickness of Plank.					
			Outside.	Inside.	
			Inches.	Inches.	
			Keel to Bilge	Foot Waling	<u>2</u> / ₂
			Bilge Planks	Bilge Planks	<u>3</u>
			Bilge to Wales	Ceiling in Flat	<u>2</u> / ₂
			Wales	Ditto Bilge to Clamp	<u>2</u>
			Topsides	Hold Beam Clamps	<u>1</u>
			Sheer Strakes	Deck Beam Ditto	<u>3</u>
			Plank Sheers	Ceiling 'twixt Decks	"
			Water-Ways	Hold Beam Shelves	"
			Upper Deck	Deck Beam Ditto	<u>1</u>

Copper.		Size of Bolts in Fastenings.		Iron.	
Inches.		Inches.		Inches.	
Heel-Knee, and Dead Wood abaft	"	Bolts thro' the Bilge and Foot Waling	"	Hold Beam	"
Scarpes of Keel N ^o .	"	Butt End Bolts	"	Deck Beam	"
Floor Timber Bolts	"	Lower Pintle of the Rudder	"		
Kelson ditto	"				
Transoms and throats of Hooks	"				
Arms of Hooks	"				

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

The Floors and first Foothooks are composed of Bullock Elm Timber.
 The other Foothooks and Top Timbers of Bullock oak

The Shifts of the first and second Foothooks are not less than — N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are —

The Frame is fairly squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is Fairly squared

The alternate Frames are — bolted together. N. B. If not, state how bolted.

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

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

The Main Kelson is composed of Quebec oak and the False Kelson of —

The Scarpes of the Kelsons are not less than — feet — inches. one piece

The Deck and Hold Beams are composed of Bullock oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm

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

From the Light Water Mark to the Wales of Dantrun oak

The Wales and Black-strakes are of Dantrun oak The Topsides of Dantrun oak

The Sheer-strakes and Plank-sheers of Dantrun oak The Water-ways of Dantrun oak

The Decks of Yellow pine State of Benignally

The Shifts of the Planking are not less than 4 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

Planking Inside.—The Limber-strakes are composed of Dantrun oak the Bilge Planks of Dantrun oak

The Ceiling, Lower Hold, of Dantrun oak Between Decks of —

Shelf Pieces of — Clamps of Dantrun oak

Fastenings.—To Hold Beams —

Deck Beams Double wood Lagging kns

Number of Breasthooks Three Pointers none Crutches none

Butts End Bolts are of Copper in the Bottom, and not Bolt in each Butt End through and clenched.

Bilges and Footwaling Copper bolted through and clenched.

General Quality of Workmanship Good

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

Builder's Name —

Surveyor's Name David Light

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
/	Fore Sail,	140	Chain	13/16	2	Bower,
/	Fore Top Sail,	70	Hempen Stream Cable	6 1/2	/	Stream,
/	Fore Topmast Stay Sail,	70	Hawser	4 1/2	/	Kedge,
/	Main Sail,	70	Towlines	3		
/	Main Top Sails	—	Warp	—		
and <u>One full Sail of Sail</u>			All of <u>Best</u> quality.			

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

She has One Long Boat and One Tolly Boat

The present state of the Windlass is Well Captain De Womb and Rudder Well

General Remarks—Statement and Date of Repairs.

*Attest of good Material & Well fastened Frame -
except floors & 1st futtocks all Bulwark Deck is well
fitted with Stairs & fit for the safe conveyance of
Lg & Overhull cargo.*

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

I am of opinion this Vessel should be Classed S-A-I

Sept The Amount of the Fee.....£ / : / : is received by me David Wright
Special£ : :

Committee's Minute 1 Oct 1839

Character assigned A 1 for 4 years
J. H.



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Foundation