Rec 1/4/47

1120

No. 1120 **Survey held at** Dundee **Date** 29th March 184[illegible]

on the Barque Euphrates **Master** David McKenzie

Tonnage 386 4/10 **Built at** Dundee **When built** March 1847

By whom built Thomas Adamson **Owners** William Clark

Port belonging to Dundee **Destined Voyage**

If Surveyed Afloat or in Dry Dock Specially surveyed while Building

Length aloft ..... Feet. 113 Inches. 4/10 Extreme Breadth ..... Feet. 23 Inches. 2/10 Depth of Hold ..... Feet. 17 Inches. 5½/10

Scantlings of Timber.

		Inches.		Inches Middle	Inches. Ends
Timber and Space	each	13			
Floors	sided	12	Moulded	11	10
1st Foothooks	"	10	"	10	9¾
2nd Ditto	"	10	"	9¾	8
3rd Ditto	"	—	"	—	—
Top Timbers	"	9¼	"	8	5
Deck Beams N° 22 Average Space 4 ft 6 ins	"	10	"	10	6½
Hold Beams N° 16 Average Space 4 ft 6 ins	"	12	"	12	9
Keel	"	12	"	16	
Kelsons	"	14	"	22	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	3	Foot Waling	4½
Bilge Planks	4¼&5	Bilge Planks	4½
Bilge to Wales	3½	Ceiling in Flat	4½&3
Wales	5	Ditto Bilge to Clamp	2½
Topsides	2½	Hold Beam Clamps	6&4
Sheer Strakes	3½&3	Deck Beam Ditto	3
Plank Sheers filled between Stanchions		Ceiling 'twixt Decks	2½
Water-Ways	6½	Hold Beam Shelfs	4½
Upper Deck	3¼	Deck Beam Ditto	4
		Lower Pinkstting	3½

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

Copper or Iron.	Inches.
Heel-Knee, and Dead Wood abaft	1⅛
Scarphs of Keel N°. 9	¾
Floor Timber Bolts	1
Kelson ditto	1⅛
Transoms and throats of Hooks	1
Arms of Hooks	⅞&¾

Copper or Iron.	Inches.
Bolts thro' the Bilge and Foot Waling	1⅜
Butt End Bolts	⅝&¾
Lower Pintle of the Rudder	¾

Iron.	Inches.
Hold Beam	1
Deck Beam	⅞

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2½ Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are all free from all defects.

The Floors and first Foothooks are composed of Continental 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 9 ins *N. B. When less than prescribed by the Rule, state how many.*

The rest of the Shifts of the Frame are 3 ft 9 ins

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. *N. B. If not, state how bolted.*

The Butts of the Timbers are all close together; their thickness not less than ⅓ 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 Quebec Oak and the False Kelson of Quebec Oak

The Scarphs of the Kelsons are not less than 6 feet — inches.

The Deck and Hold Beams are composed of English and Australian 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 Dantzic Oak

From the Light Water Mark to the Wales of Dantzic Oak

The Wales and Black-strakes are of Mora & Spruce Oak The Topsides of English Oak

The Sheer-strakes and Plank-sheers of Mora & English Oak The Water-ways of Red Pine

The Decks of Yellow Pine State of good quality

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 between

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

The Ceiling, Lower Hold, of Quebec & Dantzic Oak Between Decks of Dantzic Oak

Shelf Pieces of Dantzic Oak Clamps of Dantzic & Quebec Oak

Fastenings.—To Hold Beams An Iron Strap round the Timber, a Shelf Piece and Hanging Iron Knee to each Beam end, six & the side Arms on each side down to Floors

Deck Beams An Iron Strap round the Timber, a Shelf Piece and Hanging Iron Knee to each Beam end

Number of Breasthooks Four Pointers Two Crutches Two

Butts End Bolts are of Marine Metal in the Bottom, and One Bolt in each Butt End through and clenched.

Bilge and Footwaling Do 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 Signature *Surveyor's Signature* David Lyster

C. F. SEYFANG, PRINTER, FARRINGDON STREET, LONDON.

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

She has SAILS.		Fathoms.	CABLES, &c.	Inches.	N°.	ANCHORS, and their weights. cwt qr lb
N°.						
2	Fore Sails,	200	Chain	1 3/8	3	Bower,s 17 — / 16 - 14 —
1	Fore Top Sails,	90	Hempen Stream Cable	8	1	Stream, 13 - - - Porters Patent
2	Fore Topmast Stay Sails,	90	Hawser	6	2	Kedge,s
1	Main Sails,	90	Towlines	5		1 3/8 [illegible] Tested to 36 Tons proof
2	Main Top Sails,	90	Warp	4 1/2		90 fms 1 inch chain tested to 18 Tons proof
and Well found with best Sails			All of best quality.			

Her Standing and Running Rigging is sufficient in size and of best ~~is~~ quality.

She has One Long Boat and Two other Boats

The present state of the Windlass is Well fitted ~~Capstan~~ Pt. Winch and Rudder Well hung with Patent Purchase

General Remarks—Statement and Date of Repairs.

This is a superior built and well fastened Vessel has a sister Kelson on each side covering the Joining of her Double Floors 12 x 9 inches well bolted through and clenched, the thick Bilge planks carried up to Futtock heads and is diagonally Trussed between the Bilge planks and lower Clamp with 2 1/2 x 7 1/2 Oak on top of Ceiling well secured with Hanging Iron Knees and abundantly with best Stores

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

I am of opinion this Vessel should be Classed 9 A1

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

Special ......£ 17 : 14 : —

Certificate (if required) ....£ — : 10 : —

Then forward Certificate
[illegible]

Committee's Minute 6th April 1847

Character assigned 9 A 1

[illegible]