

No. 1164 Survey held at Arboath Date 30<sup>th</sup> Sept 1847  
 on the Shannon Ruby Master Mr Clark  
 Tonnage 120 Built at Arboath When built Sept 1844  
 By whom built William Stephen Owners David Peter & Co  
 Port belonging to Arboath Destined Voyage  Baltic   
 If Surveyed Afloat or in Dry Dock Under present Building

|                              |                                 |                 |                                 |                 |                      |
|------------------------------|---------------------------------|-----------------|---------------------------------|-----------------|----------------------|
| Length aloft                 | 69 <sup>3</sup> / <sub>10</sub> | Extreme Breadth | 18 <sup>2</sup> / <sub>10</sub> | Depth of Hold   | 12                   |
| <b>Scantlings of Timber.</b> |                                 |                 | <b>Thickness of Plank.</b>      |                 |                      |
| Timber and Space             | each                            | Inches. Middle  | Inches. Ends                    | <b>Outside.</b> | <b>Inside.</b>       |
| Floors                       | sided                           | 11              | 9                               | Keel to Bilge   | Foot Waling          |
| 1 <sup>st</sup> Foothooks    | "                               | 9               | 8 1/2                           | Bilge Planks    | Bilge Planks         |
| 2 <sup>nd</sup> Ditto        | "                               | 8 1/2           | 7                               | Bilge to Wales  | Ceiling in Flat      |
| 3 <sup>rd</sup> Ditto        | "                               | "               | "                               | Wales           | Ditto Bilge to Clamp |
| Top Timbers                  | "                               | 7               | 4 1/2                           | Topsides        | Hold Beam Clamps     |
| Deck Beams N <sup>o</sup> 16 | Average Space } 4 feet          | 8 1/2           | 5                               | Sheer Strakes   | Deck Beam Ditto      |
| Hold Beams N <sup>o</sup> 4  | Average Space } 8 feet          | 9 1/2           | 6 1/2                           | Plank Sheers    | Ceiling 'twixt Decks |
| Keel                         | "                               | 10              | 13 1/2                          | Water-Ways      | Hold Beam Shelves    |
| Kelsons                      | "                               | 10              | 18                              | Upper Deck      | Deck Beam Ditto      |

|                                |       |  |       |              |           |
|--------------------------------|-------|--|-------|--------------|-----------|
| <b>Copper or Iron.</b>         |       | <b>Size of Bolts in Fastenings, distinguishing whether</b> |       | <b>Iron.</b> |           |
| Heel-Knee, and Dead Wood abaft | 1 1/2 | Bolts thro' the Bilge and Foot Waling                      | 5/8   | Hold Beam    | 4/8 x 3/4 |
| Scarphs of Keel                | 5/8   | Butt End Bolts   | 9/16  | Deck Beam    | 3/4       |
| Floor Timber Bolts             | 3/4   | Lower Pintle of the Rudder                                 | 2 1/2 |              |           |
| Kelson ditto                   | 3/4   |  |       |              |           |
| Transoms and throats of Hooks  | 3/4   |  |       |              |           |
| Arms of Hooks                  | 3/4   |  |       |              |           |

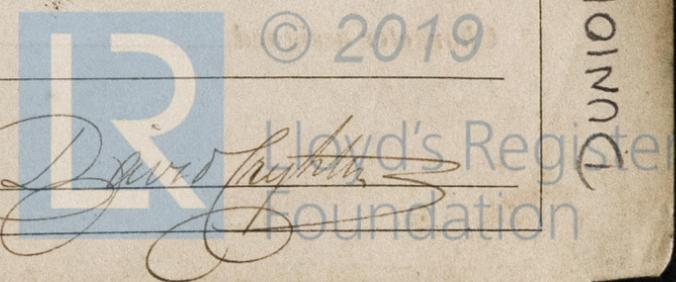
**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of Swedish Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Swedish Oak and are all free from all defects. The Floors and first Foothooks are composed of Swedish Oak Timber. The other Foothooks and Top Timbers of second Dutch Oak or Swedish Oak or 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. The Frame is well squared from the first Foothook Heads upwards, and well 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 1/2 of the entire moulding at that place. The Frame is well chocked with all Butt at each end of the chock, in midship frames. The Main Kelson is composed of Swedish Oak and the False Kelson of Oak. The Scarphs of the Kelsons are not less than 5 feet — inches. The Deck and Hold Beams are composed of Swedish Oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Oak. From the first Foothook Heads to the Light Water Mark of Swedish Oak. From the Light Water Mark to the Wales of Swedish & Quantzbe Oak. The Wales and Black-strakes are of Quantzbe Oak. The Topsides of Quantzbe Oak. The Sheer-strakes and Plank-sheers of 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 Swedish Oak the Bilge Planks of Swedish Oak. The Ceiling, Lower Hold, of Swedish Oak. Between Decks of Swedish Oak. Shelf Pieces of — Clamps of —

**Fastenings.**—To Hold Beams Iron Staple Lodging Pieces. Deck Beams Carable wood Lodging Pieces and six Iron Hanging Pieces to each side. Number of Breasthooks Four Pointers Two Crutches None. Butts End Bolts are of Marine Metal in the Bottom, and One Bolt in each Butt End through and clenched. Bilge and Footwaling all 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 Signature \_\_\_\_\_ Surveyor's Signature \_\_\_\_\_



DUN101-0299

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

| She has SAILS.                |                                       |          | CABLES, &c.                 |         | ANCHORS, and their weights. |                                 |
|-------------------------------|---------------------------------------|----------|-----------------------------|---------|-----------------------------|---------------------------------|
| N <sup>o</sup> .              |                                       | Fathoms. |                             | Inches. | N <sup>o</sup> .            |                                 |
| /                             | Fore Sails,                           | 150      | Chain .....                 | 1 1/2   | 2                           | Bower, <sup>cut for</sup> 6" 2- |
| /                             | Fore Top Sails,                       | 80       | Hempen Stream Cable .....   | 6 1/2   | 1                           | Stream, 6" 2-                   |
| /                             | Fore Topmast Stay Sails,              | 80       | Hawser .....                | 5 3/4   | 1                           | Kedge,                          |
| /                             | Main Sails,                           | 80       | Towlines .....              | 4 1/4   |                             |                                 |
| -                             | Main Top Sails, <sup>from Sloop</sup> | 80       | Warp .....                  | 3       |                             |                                 |
| and <u>One full pint best</u> |                                       |          | All of <u>best</u> quality. |         |                             |                                 |

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

She has one Long Boat and one Sloop Boat

The present state of the Windlass is well fitted Capstan well and Rudder well hung  
with Patent Purchase

**General Remarks—Statement and Date of Repairs.**

*This is a well built and well finished vessel of good material and well fitted with best stores, adapted for the safe conveyance of heavy and perishable cargoes*

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

I am of opinion this Vessel should be Classed Y A I

The Amount of the Fee.....£ 2 : - : - is received by me, David Lighter

Special .....£ - : -

Certificate (if required) .....£ - : 5 : -

Committee's Minute 5<sup>th</sup> October 1847

Character assigned Y A I

*Thos James Testaret*