

No. 1639 Survey held at Arbroath Date 23rd Jan^y Rec 31/1/76
on the Barge "Abbot" Master Joseph Ferguson
Tonnage 245 ¹⁵⁶³ Built at Arbroath When built January 1851
By whom built William Stephen Owners David Dickson
Port belonging to Arbroath Destined Voyage Mauritius
If Surveyed Afloat or in Dry Dock Specially Surveyed while Building

Length aloft	<u>101</u> ^{Feet.} <u>9</u> ^{Inches.} <u>10</u>	Extreme Breadth	<u>21</u> ^{Feet.} <u>1</u> ^{Inches.} <u>10</u>	Depth of Hold	<u>14</u> ^{Feet.} <u>3</u> ^{Inches.} <u>10</u>
Scantlings of Timber.			Thickness of Plank.		
Room and Space	<u>14</u> ^{Inches.}	<u>12</u> ^{Inches.} <u>11</u> ^{Inches.} <u>11</u> ^{Inches.}	Outside.		
Floors.....sided	<u>10 1/2</u> ^{Inches.}	<u>12</u> ^{Inches.} <u>11</u> ^{Inches.} <u>11</u> ^{Inches.}	Keel to Bilge	<u>3</u> ^{Inches.}	Inside.
1 st Foothooks.....	<u>10 1/2</u> ^{Inches.}	<u>11</u> ^{Inches.} <u>9</u> ^{Inches.} <u>9</u> ^{Inches.}	Bilge Planks	<u>4 3/4</u> ^{Inches.}	Limber Strakes
2 nd Ditto.....	<u>9 3/4</u> ^{Inches.}	<u>9</u> ^{Inches.} <u>8 1/2</u> ^{Inches.} <u>8 1/2</u> ^{Inches.}	Bilge to Wales	<u>3</u> ^{Inches.}	Bilge Planks
3 rd Ditto.....	<u>9 1/2</u> ^{Inches.}	<u>8</u> ^{Inches.} <u>5</u> ^{Inches.} <u>5</u> ^{Inches.}	Wales	<u>4 1/2</u> ^{Inches.}	Ceiling in Flat
Top Timbers	<u>9 1/2</u> ^{Inches.}	<u>8</u> ^{Inches.} <u>5</u> ^{Inches.} <u>5</u> ^{Inches.}	Topsides	<u>3</u> ^{Inches.}	Ditto Bilge to Clamp
Deck Beams N ^o <u>21</u> Average Space } <u>4 feet</u>	<u>9</u> ^{Inches.}	<u>9</u> ^{Inches.} <u>5 1/2</u> ^{Inches.} <u>5 1/2</u> ^{Inches.}	Sheer Strakes	<u>3 1/2</u> ^{Inches.}	Hold Beam Clamps
Hold Beams N ^o <u>10</u> Average Space } <u>4 ft 4 in</u>	<u>10</u> ^{Inches.}	<u>11</u> ^{Inches.} <u>7 1/2</u> ^{Inches.} <u>7 1/2</u> ^{Inches.}	Plank Sheers.....	<u>3</u> ^{Inches.}	Deck Beam Ditto.....
Keel	<u>12</u> ^{Inches.}	<u>14 1/2</u> ^{Inches.} <u>20 1/2</u> ^{Inches.} <u>20 1/2</u> ^{Inches.}	Water-Ways.....	<u>6</u> ^{Inches.}	Ceiling 'twixt Decks
Kelsons	<u>11 1/2</u> ^{Inches.}	<u>20 1/2</u> ^{Inches.} <u>20 1/2</u> ^{Inches.} <u>20 1/2</u> ^{Inches.}	Upper Deck	<u>3</u> ^{Inches.}	Hold Beam Shelves

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
Heel-Knee, and Dead Wood abaft	<u>1 1/8</u> ^{Inches.}	Bolts thro' the Bilge and Limber Strakes....	<u>1 3/16</u> ^{Inches.}	Hold Beam	<u>1</u> ^{Inches.}
Scarp of Keel.....N ^o <u>8</u>	<u>3/4</u> ^{Inches.}	Butt End Bolts	<u>5/8</u> ^{Inches.}	Deck Beam	<u>7/8</u> ^{Inches.}
Floor Timber Bolts	<u>1</u> ^{Inches.}	Lower Pintle of the Rudder	<u>2 3/4</u> ^{Inches.}		
Kelson ditto	<u>1 1/16</u> ^{Inches.}				
Transoms and throats of Hooks	<u>1</u> ^{Inches.}				
Arms of Hooks	<u>3/8</u> ^{Inches.}				

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 5 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak & Mahogany and are all free from all defects.

The Floors and first Foothooks are composed of Foreign Oak Timber.

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 3 ft 9 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 feet 9 in

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 1/8 of the entire moulding at that place.

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

The Main Kelson is composed of Oak and the False Kelson of Foreign Oak

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

The Deck and Hold Beams are composed of English 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 Foreign Oak

From the Light Water Mark to the Wales of Foreign Oak

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

The Sheer-strakes and Plank-sheers of English Oak The Water-ways of Oak

The Decks of Yellow Pine State of Best 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 Foreign Oak the Bilge Planks of Foreign Oak

The Ceiling, Lower Hold, of Foreign Oak Between Decks of Foreign Oak

Shelf Pieces of — Clamps of Foreign Oak

Fastenings.—To Hold Beams Iron Staple wedging knees and four pairs of vertical

Hanging Iron Knees

Deck Beams A diagonal Clamp and vertical Hanging Iron Knees to each Beam

and and Iron Staple wedging knees from Mainmast to Foremast

Number of Breasthooks Four Pointers Two Crutches One

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

Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of English Oak

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 Wright

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 .	
2	Fore Sails,	180	Chain	1 3/16	3	Bower, ^{Car 90} 13..1
1	Fore Top Sails,	80	Hempen Stream Cable	7 1/4	1	Stream, 12..3
2	Fore Topmast Stay Sails,	80	Hawser	7 1/4	2	Kedge, 11..2
1	Main Sails,	80	Towlines	5 3/4	Chains fastened to 12 3/4 each Rope	
2	Main Top Sails,	80	Warp	4 3/4		
and well found with other Sails		80	All of <u>best</u> quality.	3 1/2		

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

She has one Long Boat and Sally Boat

The present state of the Windlas is well fitted Capstan well fitted and Rudder well fitted Pumps Metal
with Patent Leaches

General Remarks—Statement and Date of Repairs.

A remarkably well built, well fastened, and highly finished vessel of good material and workmanship, well equipped with best stores, and adapted for Dry and Perishable Cargoes

If Sheathed, Doubled, Felted, or Coppered Sheathed with 8 Metal and 12 Lead When last done Jan 4 1851

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

The Amount of the Fee.....£ 3 : - : - is received by me,

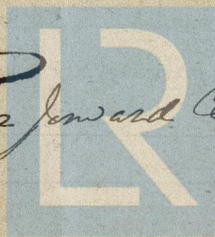
Special£ 12 : - : -

Certificate (if required)£ - : 10 :

Committee's Minute 31st Jan 51 1851

Character assigned A 1 for 9

Please forward Certificate



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