

No. 1843 Survey held at Dundee Date 19th May Recd 14/5/72
 on the Ship Hook & Way Master Wm. Hoag Croodace
 Tonnage Old 829 Built at Dundee When built May 1852
 By whom built James Stephen Owners James Brothers
 Port belonging to London Destined Voyage London
 If Surveyed while Building, Afloat, or in Dry Dock Specially Surveyed while Building

Length aloft	Feet. <u>161</u> Inches. <u>6 1/2</u>	Extreme Breadth	Feet. <u>29</u> Inches. <u>7 1/2</u>	Depth of Hold	Feet. <u>21</u> Inches. <u>3 1/2</u>		
Scantlings of Timber.							
Room and Space	Inches. <u>15 1/4</u>	Inches. Middle <u>14</u> Ends <u>13</u>	Thickness of Plank.				
Floors.....sided	<u>13</u>	Moulded	<u>14</u> <u>13</u>	Outside.	Inches. <u>4</u>	Inside.	Inches. <u>6</u>
1 st Foothooks.....	" <u>13</u>	"	<u>12</u> <u>11</u>	Keel to Bilge	<u>4</u>	Limber Strakes	<u>6</u>
2 nd Ditto.....	" <u>12</u>	"	<u>11</u> <u>10</u>	Bilge Planks	<u>5 3/4</u>	Bilge Planks	<u>6</u>
3 rd Ditto.....	" <u>4</u>	"	<u>~</u> <u>~</u>	Bilge to Wales	<u>6 1/2</u>	Ceiling in Flat	<u>4</u>
Top Timbers	" <u>11</u>	"	<u>9 1/2</u> <u>6 1/2</u>	Wales	<u>6</u>	Ditto Bilge to Clamp	<u>4 1/2</u>
Deck Beams N ^o <u>20</u> } Average Space <u>4 ft 6 in</u>	" <u>11</u>	"	<u>11</u> <u>8 1/2</u>	Short Hoods	<u>6</u>	Hold Beam Clamps	<u>11x6</u>
Hold Beams N ^o <u>27</u> } Average Space <u>4 ft 6 in</u>	" <u>14</u>	"	<u>14</u> <u>11</u>	Topsides	<u>3</u>	Deck Beam Ditto.....	<u>9x5</u>
Keel	" <u>14</u>	"	<u>25</u>	Sheer Strakes <u>Three Strakes</u>	<u>5</u>	Ceiling 'twixt Decks	<u>3</u>
Keelsons	" <u>18</u>	"	<u>28</u>	Plank Sheers.....	<u>5</u>	Hold Beam Shelves	
Scarphs of Ditto	" <u>7 feet</u>			Water-Ways	<u>13</u>	Deck Beam Ditto.....	
				Upper Deck	<u>4</u>		

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

Heel-Knee, and Deadwood abaft	Copper <u>1 3/8</u> Iron <u>1 3/8</u>	Transoms and throats of Hooks	Copper <u>1 1/4</u> Iron <u>1 1/4</u>	Lower Pintle of the Rudder	Copper <u>1 1/4</u> Iron <u>1 1/4</u>
Scarphs of Keel N° <u>10</u>	<u>1 1/8</u>	Arms of Hooks	<u>1 1/8</u>	Hold Beam	<u>1 1/4</u>
Floor Timber Bolts	<u>1 1/4</u>	Bolts thro' Bilge & Limber Strakes	<u>1</u>	Deck Beam	<u>1 3/8</u>
Kelson ditto	<u>1 5/8</u>	Butt End Bolts	<u>1</u>		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 1/2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stem Post, consist of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak and Teak and are all free from all defects. The Floors consist of English Oak The First Foothooks of English Oak Timber. The Second Foothooks of English Oak The Third Foothooks of English Oak The Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 4 feet 9 in N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 4 feet 9 in. The Frame is all squared from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is all square. The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/8 of the entire moulding at that place. The Frame is all chocked with a Butt at each end of the chock. The Main Keelson is Teak and free from all defects. The False Keelson is Teak. The Deck Beams consist of Teak The Hold Beams of Teak The Knees of Iron.

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Teak. From the above named Height to the Light Water Mark Teak. From the Light Water Mark to the Wales Teak. The Wales and Black-strakes are Teak. The Topsides Teak. The Sheer-strakes Teak and Plank-sheers Teak. The Water-ways Teak. The Decks 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, what part of the Ship. The Planking is wrought three between.

Planking Inside.—The Limber-strakes are Teak the Bilge Planks Teak. The Ceiling, Lower Hold, Teak Between Decks Teak. Shelf Pieces Teak Clamps Teak.

Fastenings.—To Hold Beams Keelson davelled to Diagonal Clamp Iron Staple Lodging Irons and a vertical Hanging Iron davelled to Keelson and Timber pair of Iron Rods down to Floor. Deck Beams Keelson davelled to Keelson Iron Staple Lodging Irons and Iron Staple Straps davelled to each Keelson end. Number of Breasthooks Eight Pointers Two Iron Hooks Crutches Two Crutches. 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 Stripped How Made Unad. General Quality of Workmanship very Superior Keelson of Bottom all above Yellow Metal.

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

Builder's Signature

Surveyor's Signature

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 Weight.
2	Fore Sails,	Chain	300	1 1/2	3 35-5
2	Fore Top Sails,	Hempen Stream Cable	80	1 1/4	3 35-1-33
2	Fore Topmast Stay Sails,	Hawser	90	7	3 35-3-14
2	Main Sails,	Towlines	90	6	1 10-10
2	Main Top Sails,	Warp	90	5 1/2	3 3-3
and	<u>well found with other Sails</u>	All of <u>best</u> quality.	90	4 1/2	2 2-2-3

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

She has One Long Boat and Three other Boats

The present state of the Windlass is well fitted Capstan well fitted Rudder well hung Pumps 2 Metal 2 Kedge & Lead
with Patent Purchase

General Remarks—Statement and Date of Repairs.

This is a most Superior built, extra-jacketed and highly finished vessel. Tall Poop and Top-gallant Forecastle the entire fastenings above the deck of Iron (except Bolts for Rigging) of Yellow Metal of 1 inch diameter. the Poop and Top-gallant Forecastle bound with Iron Plates and Staple Standards, all the rails of the deck of the Upper Deck of mixed Metal Mass Lead; has been built under a Roof and been sixteen months in construction. Mr. Robertson on both the Supplementary Survey expressed the highest satisfaction with the workmanship and materials and considered her in every way entitled to the highest grade of Class

Chains tested with a proof strain of 56 Tons

If Sheathed, Doubled, Felted, or Coppered 2 Metal 18 feet on poop & deck When last done —

I am of opinion this Vessel should be Classed 15 AI

The Amount of the Fee.....£ 5 : - : - is received by me, David Tipton

Special£ 41 : 9 : -

Certificate (if required)£ - : 10 : -

Committee's Minute 14 May 1852

Character assigned A 1 m 15 Y



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