

No. 2001 Survey held at Dundee Date 19 Aug Rec 24/8/53
on the Ship Polmaise Master Lordon Allen
Tonnage Old 878 New 887 Built at Dundee When built Aug 1853
By whom built Messrs Stephen & Sons Owners John Campbell & others
Port belonging to Glasgow Destined Voyage Australia
If Surveyed while Building, Afloat, or in Dry Dock Specialty Surveyors while Building

Length aloft		Feet.	Inches.	Extreme Breadth		Feet.	Inches.	Depth of Hold		Feet.	Inches.
		177	2 1/2			28	9 1/10			21	
Scantlings of Timber.				Thickness of Plank							
				Outside.				Inside.			
Room and Space		Inches.		Inches.	Inches.	Inches.		Inches.		Inches.	
Floors	sided	12 1/2	Moulded	13 1/4	12 1/2	Keel to Bilge	4 1/2	Limber Strakes		4	
1st Foothooks	"	12 1/2	"	12 1/2	11	Bilge Planks	5 1/2	Bilge Planks		5	
2nd Ditto	"	11 1/2	"	11	10	Bilge to Wales	5 1/2	Ceiling in Flat		4	
3rd Ditto	"	11 1/2	"	10	9	Wales	6	Ditto Bilge to Clamp		4	
Top Timbers	"	10 1/2	"	9	6	Short Hoods	5	Hold Beam Clamps		1 1/2	Dup
Deck Beams N° 30	Average Space	4 feet 6 in	"	11	8	Topsides	3 1/2	Deck Beam Ditto	and	6 1/2	Dup
Hold Beams N° 28	Average Space	4 feet 6 in	"	14	11	Sheer Strakes	5	Ceiling 'twixt Decks		3	
Keel	"	15	"	17		Plank Sheers	4	Hold Beam Shelves			
Keelsons	"	16	"	24		Water-Ways	9	Deck Beam Ditto			
Scarphs of Ditto	"	7 feet				Upper Deck	4	Lower Planking		10 1/2	Dup

Distinguishing whether Copper or Iron.

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

		Copper	Iron			Copper	Iron
		Inches.	Inches.			Inches.	Inches.
Heel-Knee, and Deadwood abaft	1 3/8			Transoms and throats of Hooks	1 1/4		
Scarphs of Keel	1 1/8			Arms of Hooks	1 1/8		
Floor Timber Bolts	1 1/4			Bolts thro' Bilge & Limber Strakes	1 3/4		
Kelson ditto	1 1/4			Butt End Bolts	1 3/16		
				Lower Pintle of the Rudder	4		
				Hold Beam	1 1/4		
				Deck Beam	1 1/8		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 4 3/4 Inches. The Stem, Stern Post, consist of English Oak and are all free from all defects. Knight Heads, Hawse Timbers, and Deadwood, of African Oak and Teak and are all free from all defects. The Floors consist of English and African Oak. The First Foothooks of English and African Timber. The Second Foothooks of English and African. The Third Foothooks of English Oak. The Top Timbers of English and African. The Shifts of the first and second Foothooks are not less than 4 feet 6 in. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 4 feet 6 in. The Frame is well squared from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is all well squared. 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 1/2 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. The Main Keelson is Green Heart and free from all defects. The False Keelson is Green Heart. 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 Elm. From the above named Height to the Light Water Mark Foreign Oak. 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, in what part of the Ship. The Planking is wrought Three between

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

Fastenings.—To Hold Beams Iron Nails Lodging Knives and Twenty Three pair of Vertical Hanging Iron Knives extending down to the floor timbers + 12 pair of Iron Nails Lodging Knives and a vertical hanging Iron Knife to each beam end. Seven Pointers Three Gunlocks Crutches Two. 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 How Made Turned. General Quality of Workmanship Superior.

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	13/4	For to 55-2-2	3	36-2-0
2	Fore Top Sails,	Hempen Stream Cable	90	9			36-2-0
2	Fore Topmast Stay Sails,	Hawser	90	7	Stream,	1	28-3-8
2	Main Sails,	Towlines	90	6			9-3-4
2	Main Top Sails,	Warp	90	5 1/2	Kedge,	2	3-2-4
and	<i>will found with the</i>	All of <i>Best</i> quality.	100	4 1/2			2-2-9
Her Standing and Running Rigging is <i>galvanized iron rope</i>			sufficient in size and		<i>80 faths 1 1/8 Mowing Chain</i>		
					<i>Good</i> in quality.		

She has One Long Boat and Three other Boats

The present state of the Windlass is *will find* Capstan *20th kind* Rudder *will find* Pumps *Metel & 2 for Rigging of Lead*
with patent pumps

General Remarks—Statement and Date of Repairs.

This is a very Superior built vessel of excellent Materials and workmanship, well fastened and highly finished, Double Floors - has a full poop and Fore-gallant Fore-castle, all the through fastenings of Yellow Metel and Ironails, upper Deck nails ~~Metel~~ Metel, has been built under a roof nearly fourteen Months in Building and upwards of Nine Months after the Frame was complete, was specially Surveyed by Mr Robertson in the different stages of her construction who expressed high satisfaction with the workmanship and Materials and whose recommendations and suggestions on his part but have all been executed

Glasgow 23rd August 1853

I am of opinion the *Polmaise* is a
good, well built, first rate vessel in every respect, and
is fully entitled to the Class recommended.

Wm D Robertson

If Sheathed, Doubled, Felted, or Coppered *Sh^d with pl^o Mate in part* When last done *Aug 1853*

I am of opinion this Vessel should be Classed *14 A I*

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

Special£ 43 : 18 :

Certificate (if required)£ - : 10 :

Committee's Minute *20th Aug^r 1853*

Character assigned *A 1 m 14*



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