

No. 2205 Survey held at Dundee Date 12th April 1855
on the Ship Sir Ralph Abercromby Master Alex. M. Boyd
Tonnage Old 741 New 799 215 Built at Dundee When built 1853 Launched March 1855
By whom built Galman & Martin Owners John Rod
Port belonging to Alva Destined Voyage
If Surveyed while Building, Afloat, or in Dry Dock Surveyed at sundry periods building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.
	16	7 3/10		27	4 1/10		21	7/10
Scantlings of Timber.			Thickness of Plank.					
Room and Space		Inches.		Outside.	Inches.		Inside.	Inches.
Floors	sided	30 1/2						
1 st Foothooks		14	Moulded	Keel to Bilge	4		Limber Strakes	5
2 nd Ditto		12 1/2		Bilge Planks	4		Bilge Planks	5
3 rd Ditto		11		Bilge to Wales	4		Ceiling in Flat	3 1/4
Top Timbers		10		Wales	5 1/4		Ditto Bilge to Clamp	3 1/4
Deck Beams N ^o 26	Average Space	10		Short Hoods	4 3/4		Hold Beam Clamps	8x6 1/2
Hold Beams N ^o 26	Average Space	13		Topsides	4 1/4		Deck Beam Ditto	6x4 1/2
Keel		13		Sheer Strakes	4 1/4		Ceiling 'twixt Decks	5 1/2 x 4 1/2
Keelsons		16		Plank Sheers	4		Hold Beam Shelves	2 3/4
Scarp of Ditto		6 1/2		Water-Ways	10		Deck Beam Ditto	-
		22		Upper Deck	3 1/2		Lower Spunketting	8x6 1/2

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

Heel-Knee, and Deadwood abaft	Copper 15/16	Iron -	Transoms and throats of Hooks	Copper 1 1/8	Iron -	Lower Pintle of the Rudder	Copper 3/4	Iron -
Scarp of Keel N ^o 10	Copper 1 1/8	Iron -	Arms of Hooks	Copper 1 1/8	Iron -	Hold Beam	Copper 1 1/8	Iron -
Floor Timber Bolts	Copper 1 1/8	Iron -	Bolts thro' Bilge & Limber Strakes	Copper 7/8	Iron -	Deck Beam	Copper 1 1/8	Iron -
Kelson ditto	Copper 1 1/8	Iron -	Butt End Bolts	Copper 3/4	Iron -			

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, consist of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak and are all free from all defects. The Floors consist of Foreign Oak The First Foothooks of Foreign 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 ft 4 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 nearly free from sap, and from thence downwards, the frame is 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 3/4 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 Iron Bark and free from all defects. The False Keelson is Iron Bark The Deck Beams consist of English Oak The Hold Beams of English Oak 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 4 Foreign Oak From the Light Water Mark to the Wales 4 Foreign Oak The Wales and Black-strakes are Oak The Topsides Oak The Sheer-strakes Oak and Plank-sheers Oak The Water-ways Oak The Decks 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 Foreign Oak the Bilge Planks Foreign Oak The Ceiling, Lower Hold, Foreign Oak Between Decks Foreign Oak Shelf Pieces Clamps Foreign Oak

Fastenings.—To Hold Beams Iron Staple Lading Knees, and twelve pairs of Iron Hanging Knees seven pairs of vertical Cyders overlapping the knees and extending down to the Deck Beams Iron Staple Lading Knees and twenty two pairs of Iron Hanging Knees, four pairs being fitted as Staple standards Number of Breasthooks six Pointers three Hooks 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. Treennails of English Oak How Made Turned General Quality of Workmanship Good

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

Builder's Signature Galman & Martin

Surveyor's Signature

David Haythorn

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.	
/	Fore Sail,	Chain	300	1 1/4		Tested to 65 tons proof	3	30.1.11
/	Fore Top Sail,	Hempen Stream Cable	80	8 1/2				29.1.11
/	Fore Topmast Stay Sail,	Hawser	95	6 1/2		Stream,	1	11.0.11
/	Main Sail,	Towlines	95	5 1/2				
/	Main Top Sail,	Warp				Kedge,	2	4.2.4
and well found with other Sails		All of <u>good</u> quality.				75 fms 1 1/8 in Mowing Chain tested to 22 tons proof		

Her Standing and Running Rigging Standing Rig: Steel sufficient in size and good in quality.

She has one Long Boat and three other Boats

The present state of the Windlass is well fitted Capstan good Rudder well fitted Pumps Metal with Iron Purchase.

General Remarks—Statement and Date of Repairs.

This is a very superior, well built, and well finished vessel; all the through fastenings of Yellow Metal and Greenails, and the upper deck of Mixed Metal; has a Fore and Aft-gallant Forecastle, is remarkably well fastened and equipped with best stores, Standing Rigging and Stays of Wire Rope

Note. The owner of this vessel states that on her arrival in the Cyprus where she is expected to load he will put another suit of Sails on-board

If Sheathed, Doubled, Felted, or Coppered Yellow Metal When last done April 1855

I am of opinion this Vessel should be Classed 1st A1

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

Appl

Special£ - : - : -

Certificate (if required)£ - : 5: -

Committee's Minute 27th April 1855

Character assigned 1st 10 Year



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