

No. 2336 Survey held at Montrose Date 2<sup>d</sup> April 1858  
on the Brig Britannia Master W. Cable  
Tonnage Old New 290.65 Built at Montrose When built 37-58 Launched 30/3/58  
By whom built C. Bunie Owners C. Bunie &  
belonging to Montrose Destined Voyage Baltic 2536

Surveyed while Building, Afloat, or in Dry Dock Building & afloat

aloft		Feet.	Inches.	Extreme Breadth Outside				Feet.	Inches.	Depth of Hold		Feet.	Inches.
		115.21						25.79				15.27	
Thickness of Plank.													
Scantlings of Timber.													
Timber and Space													
Floors	Double	9	9 3/4	9 3/4	10 1/4	10	9 1/4	8 3/4	Outside.	In Ship.	Required per Rule.	Inside.	In Ship.
1st Foothooks		9	9 3/4	8 3/4					Garboard Strakes	5	3	Limber Strakes	2 1/2
2nd Ditto		8	8 3/4	8					Garboard to Bilge	3 3/4	3	Bilge Planks	7 1/2
3rd Ditto	2 Top 10	7 3/4	8 1/2	7 1/4	5 1/2		5 1/4		Bilge Planks	4 1/2	3	Ceiling in Flat	3 1/2 to 3 3/4
Top Timbers		7 1/2	8	7 1/4					Bilge to Wales	3 1/4	3	Ditto Bilge to Clamp	3
Deck	N <sup>o</sup> 20 Average Space	3 F <sup>6</sup> 7 1/2	8 1/2	8 1/2	8 1/2	6 1/2	8 1/2	7	Wales	4 1/4	4 1/4	Hold Beam Clamps	11 x 4
Beams	7 spaced 2' deck								Topsides	3 1/2	3 1/2	Deck Beam Ditto	3 1/2
Deck Beams, length amidships		23.10 1/2							Plank Sheers	3 1/4	3	Ceiling 'twixt Decks	2 1/2
Hold	N <sup>o</sup> 13 Average Space	double & single	11 1/2	11 1/4	11 1/2	9 3/4	11 1/4	9 1/2	Water - Upper Deck	5 1/2	5 1/2	Hold Beam Shells	8 1/2
Beams									Ways - Lower Deck	7	8	Deck Beam Ditto	2 1/2
Hold Beams, length amidships		23.10 1/2							Upper Deck	3	3		
Keel		12	11 3/4	14			11 3/4						
Scarp of Ditto	5 feet 9		5.2				12 3/4						
Keelsons		13	12 3/4	12 3/4			12 3/4						
Scarp of Ditto	4 feet 4		5.2										
Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.													

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.													
Heel-Knee, and Deadwood abaft													
Scarp of Keel	N <sup>o</sup> 7 4 m	7	7	13					Transoms and throats of Hooks	1 1/4	1 1/4	Hold Beam Bolts in	Waterway
Keelson Bolts through Keel at each Floor	Iron	1 1/8	1 1/8	1 1/8					Arms of Hooks	1 1/4	1 1/4	Knees	1 1/8
Bolts through Heels of Timbers against Deadwood	Iron	1 1/8	1 1/8	1 1/8					Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1 1/4	1 1/4	Shelf or Clamp	1 1/8
									Butt End Bolts	1 1/4	1 1/4	Waterway	1 1/8
									Pintles of the Rudder	2 3/4	2 3/4	Knees	1 1/8
												Shelf or Clamp	1 1/8
												Nails or Bolts in Flat of Deck	Iron
												Treenails	1 1/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 3 1/2 to 5 1/2 Inches.  
The Floors consist of Cent<sup>l</sup> Oak 9 But<sup>l</sup> Oak 12 The First Foothooks of Cent<sup>l</sup> Oak 9 But<sup>l</sup> Oak 12 Timber.  
The Second Foothooks of British Oak 12 The Third Foothooks and Top Timbers of But<sup>l</sup> Oak 12  
The Shifts of the First and Second Foothooks are not less than 1 1/2 to 2 feet 3.6 1/2 - 3.10 1/2 N. B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are 2 feet 6 1/2 to 3.9 1/2 to 4.6

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 entire Frames are each bolted together to the Gunwale. Ship built in frame N. B. If not, state how bolted.  
The Butts of the Timbers are — close together; their thickness not less than 1 1/4 up of the entire moulding at that place.

The Frame is cross choiced with no Butt at each end of the choick. The Main piece of Rudder is But<sup>l</sup> Oak 12  
The Main Keelson is Cent<sup>l</sup> Oak 9 Rides Canada 6 1/8 and — free from all defects. The Main piece of Windlass is Brit<sup>l</sup> Oak 12

The Stem, and Stern Post, consist of British Oak 12 The Transoms, Aprons, Knight Heads, and Hawse Timbers of British Oak 12 Deadwood, of British Oak 12 and are — free from all defects.

The Deck and Hold Beams consist of Cent<sup>l</sup> Oak 9 The Breasthooks of But<sup>l</sup> Oak 12 The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A or to the First Foothook Heads the Plank is Amer<sup>l</sup> Elm & Cent<sup>l</sup> Oak

From the above named Height to the Light Water Mark Cent<sup>l</sup> Oak 9  
From the Light Water Mark to the Wales Cent<sup>l</sup> Oak 9

The Wales and Black-strakes are Cent<sup>l</sup> Oak 9 The Topsides Cent<sup>l</sup> Oak 9  
The Sheer-strakes and Plank-sheers Cent<sup>l</sup> Oak 9 The Water-ways { Upper Deck Cent<sup>l</sup> Oak 9  
Lower Deck —

The Decks Yellow Pine 12 State of Good

The Shifts of the Planking are not less than 4 Feet 10 1/2 Inches. up — 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, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Cent<sup>l</sup> Oak 10  
The Ceiling, Lower Hold, and between Decks Cent<sup>l</sup> Oak 10 Shelf Pieces and Clamps Cent<sup>l</sup> Oak 10

Fastenings.—To Hold Beams Staple L<sup>o</sup> Iron Nails & Sparre Hang Iron

Deck Beams double to Shell & inner Wat<sup>l</sup> secured 3/4 into Beams & thro bolted horizontally 1 pair Hang Iron Nails to each Beam end & Staple L<sup>o</sup> Iron Nails in Mast rooms & 2 pair L<sup>o</sup> Iron Nails in Mast deck. Breast Beams.  
Number of Breasthooks 4 pr<sup>l</sup> 3 aft Pointers — Crutches on aft Iron  
Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes Iron bolted through and clenched. Treenails of But<sup>l</sup> Oak 12 How Made Engine turned  
Thickstuff over Double Floors Iron bolted through and clenched. General Quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given  
Builder's Signature Thomas Alexander Surveyor's Signature Thomas Alexander



Her Masts, Yards, &c. are in Good 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> .	Weight.
2	Fore Sails,	Chain .....	200	1 1/4	Bower, .....	3	14 2-4
2	Fore Top Sails,	<del>Hemp</del> Stream Cable .....	60	3/4			14 0 3
2	Fore Topmast Stay Sails,	Hawser .....	80	8	Stream, .....	1	4 3-3
1	Main Sails,	Towlines .....	80	6 3/4			
1	Main Top Sails,	Warp .....	80	3	Kedge, .....	2	2 1-26
and other sails requisite		All of <u>Good</u> quality.	80	4 1/2			1 1-26

Her Standing and Running Rigging Hemp & Hemp sufficient in size and \_\_\_\_\_ in quality.

She has one 22 ft Long Boat and one other Boat

The present state of the Windlass is Good Capstan Good Rudder Good Pumps 2 Metal Good

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>26<sup>th</sup> Sept<sup>r</sup></u>
	2nd. When the Beams are put in, &c.	<u>31<sup>st</sup> Oct<sup>r</sup></u>
	3rd. { When completed, and before the plank be painted or payed }	<u>26<sup>th</sup> Dec<sup>r</sup>, 27<sup>th</sup> March</u>

A vessel with a well squared frame of timber & excellent materials in quality is square sterned without Transoms stern timbers fitted in & run down against after cant & secured with Hooks &c

Has a raised Quarter deck 18 inches in height - Main deck shelves & Waterways making shift with Break Beams of Raised Quarter deck bound in same manner as Main deck

Present condition of Caulking of Bottom, Efficient Deck, Efficient and Waterways Efficient

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

I am of opinion this Vessel should be Classed SA1

The Amount of the Fee.....£ 3 : 0 : 0 is received by me, Thomas Alexander

Special .....£ : :

Certificate ....£ 3 : 5 : 0

Committee's Minute 20<sup>th</sup> April 1858

Character assigned A 1 for 8 Years



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