

No. 2779 Survey held at Arbroath Date 5 July 1860 Recd 9/7/60
 on the Schooner Rosebud Master D Brown
 Old Tonnage New 92.88 Built at Arbroath When built 1860 Launched 3 July 1860
 By whom built Arbroath Shipp's Co Owners D Brown
 Port belonging to Arbroath Destined Voyage Danube
 If Surveyed while Building, Afloat, or in Dry Dock Building & afloat

	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.				
	Sided.	IN SHIP.	REQUIRED PER RULE.	Sided.	Middle. Ends.	Middle. Ends.	OUTSIDE.	INCHES.	Required per Rule.	INSIDE.	INCHES.	Required per Rule.
Scantlings of Timber.												
TIMBER AND SPACE	19			7½	7	6	Garboard Strakes	3½ & 2½	2	Limber Strakes	3	2½
Floors	7½	8½	8½	7	7½	7	Garboard to Bilge ..	2½	2	Bilge Planks N. 3..	3	3½
1 st Foothooks	7½	-	8	6½	-	6	Bilge Planks N. 3..	3½	2	Ceiling in Flat	2½	1½
2 nd Ditto	6½	7½	-	6	-	-	Bilge to Wales	2½	2	Ditto Bilge to Clamp ..	3½	1½
3 rd Ditto	6½	6½	6½	5½	5½	4	Wales	2½ & 3½	3	Hold Beam Clamps ..	-	-
Top Timbers	8½	6½	6½	4½	-	-	Topsides	2½ & 3½	2½	Deck Beam Ditto ..	10½-3	2½
Deck Beams, length amidships	19.2						Sheer Strakes	2½ & 3½	2½	Ceiling 'twixt Decks ..	2½	1½
Hold Beams, length amidships	19.4						Plank Sheers	2½	2	Hold Beam Shelves ..	-	-
Keel	9½	13½	13½	8	8		Water-ways Upper Deck	8½ x 7	-	Deck Beam Ditto ..	-	-
Scarps of Ditto	5½ feet			4.0			Ways Lower Deck					
Keelsons	10	13½	-	9	9		Ditto, faying surface against Timbers ..	4	4			
Scarps of Ditto	None						Upper Deck	2½	2½			

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

Copper or Iron.	Iron.	Inches required per Rule	Copper or Iron.	Iron.	Inches required per Rule	Copper or Iron.	Iron.	Inches required per Rule
Heel-Knee, and Deadwood abaft	15	7½	Transoms and throats of Hooks	16	3½	Hold Beam Bolts in Waterway ..	Knees	
Scarps of Keel	N. 7 Y.M.	6=11½	Arms of Hooks 2 layers for 2 aft 3m	13	16	Hold Beam Bolts in Knees	Shelf or Clamp	
Keelson Bolts through Keel at each Floor	15	3½	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	16	9½	Waterway	Knees	11½
Bolts through Heels of Timbers against Deadwood	13	-	Butt End Bolts to N. 7 Y.M.	16	9½	Deck Beam Bolts in Shelf or Clamp	Shelf or Clamp	9½

Timbering.—The Space between the Floor Timbers and Lower Foothooks is close Inches. The Space between the Top-Timbers is $\frac{1}{2}$ to 5 Inches.

The Floors consist of German Oak The First Foothooks of German Oak & 1 Span Chestnut

The Second Foothooks of German Oak The Third Foothooks and Top Timbers of Ger & But 8 & 2 Sp Chestnut

The Shifts of the First and Second Foothooks are not less than $1\frac{1}{2}$ to 3.5 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are

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 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 $1\frac{1}{2}$ of the entire moulding at that place.

The Frame is cross chocked with no Butt at each end of the chock.

The Main piece of Rudder is German Oak

The Main Keelson is Pitch Pine and free from all defects.

The Main piece of Windlass is But Oak

The Stem, and Stern Post, consist of British & German Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of German Oak Deadwood, of German & But Oak and are free from all defects.

The Deck and Hold Beams consist of Larch Ger & Red Pine The Breasthooks of But Oak The Knees of Iron & But Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is or to the First Foothook Heads

Amer Elm & Red Pine

From the above named Height to the Light Water Mark

From the Light Water Mark to the Wales Red Pine

The Wales and Black-strokes are 4 S Ger & 1 Red Pine

The Topsides German Oak

The Sheer-strokes and Plank-sheers German Oak

The Water-ways { Upper Deck Red Pine
Lower Deck

The Decks Yellow Pine

State of Good

The Shifts of the Planking are not less than 5 Feet up to 18 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, and without step-butting.

Planking Inside.—The Limber-strokes and Bilge-strokes are German Oak

The Ceiling, Lower Hold, and between Decks German Oak Red Pine Shelf Pieces and Clamps Red Pine

Fastenings.—To Hold Beams 1 pair Soft Iron Knees to each end of 2 Mid Beams or 1 pair Hard Iron Knees
Ridley carried down over floor ends from each Beam

Deck Beams Staple Sole & Iron Knees & 1 Space for a double sole & Brit & Iron Knees each side

Number of Breasthooks 3 for 3 aft Pointers 2 pair under Hooks Crutches

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

Bilge and Limber Strakes yellow Metal bolted through and clenched. Treenails of German & But Oak How Made Mooted

Thickstuff over Double Floors 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 James Drummond

Surveyor's Signature

Thomas Alexander

DN1014-0213

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Her Masts, Yards, &c. are in Good condition, and sufficient in size and length.

She has SAILS.

Nº.
1 Fore Sails,
1 Fore Top Sails,
2 Fore Topmast Stay Sails,
1 Main Sails, o *Topsail*
1 Main Top Sails,
and other sails ^{as per the} ~~form a full suit~~

CABLES, &c.

Chain
~~Hemp~~ Stream Cable
Hawser
Towlines
Warp
All of Good quality.

ANCHORS, and their weights.

Nº.	Weight.
2	6.0.0
	5.2.7
1	2.1.2.1
1	1.2.4

Her Standing and Running Rigging are Hemp sufficient in size and Good in quality.

She has One 17 ft Long Boat and
The present state of the Windlass is Good Capstan Good Rudder Good Pumps 2 Metal Good
fitted with purchase

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 33 Decr 1839.
2nd. When the Beams are put in, &c. 25 April 1840.
3rd. { When completed, and before the plank be painted or payed } 24 May 1840.

A substantial built vessel - frame & other materials of good quality for the class proposed

Is flush decked with square stern without
Reinconsus Stern & counter timbers filling in against
after Counter timbers & secured with the planking covered
& Hooks internally

Shifts of 1st to 2^d foot are on the average slightly depressed
2 pair Knee Riders have consequently been applied as
Compensation

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 7A1

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,

July 1840 Special£ 2 : 2 : 0

Certificate£ 2 : 0 : 0

Thomas Alexander

Committee's Minute 10th July 1840

Character assigned A 1 for 7 Years

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