

No. 2802 Survey held at Arbroath Date 13<sup>th</sup> November 1860  
on the Scholar Duck Master A. Paul  
Tonnage Old Built at Arbroath When built 1860 Launched 10/11/60  
By whom built J. & J. Hall Owners Halls &  
Port belonging to Dundee Destined Voyage (Coasting)  
If Surveyed while Building, Afloat, or in Dry Dock while building

Surveyed while Building										Feet.										Inches.																																																	
Length aloft										85.7										19.5										10.85																																							
Scantlings of Timber.										Extreme Breadth Outside										Thickness of Plank.																																																	
TIMBER AND SPACE										IN SHIP. Moulded.										REQUIRED PER RULE. Moulded.										Outside.										Inside.										INCHES. Required per Rule.																			
Floors										Middle. Ends.										Middle. Ends.										In Ship.										Required per Rule.										In Ship.										Required per Rule.									
1st Foothooks										8. 7. 8 7 1/2 6 1/2										8 7 1/2 6 1/2										2 1/2 2 1/4										2 3/4 2 3/4										2 3/4 2 3/4																			
2nd Ditto										7 1/2 9 7 1/2 6 1/2										7 1/2 9 7 1/2 6 1/2										3 1/2 3 1/2										3 1/2 3 1/2										2 1/4 2 1/4																			
3rd Ditto										6 1/2 6 1/2 6 1/2 6 1/2										6 1/2 6 1/2 6 1/2 6 1/2										3 1/2 3 1/2										3 1/2 3 1/2										2 1/4 2 1/4																			
Top Timbers										6 1/2 6 1/2 6 1/2 6 1/2										6 1/2 6 1/2 6 1/2 6 1/2										3 1/2 3 1/2										3 1/2 3 1/2										2 1/4 2 1/4																			
Deck { No 15 Average Space } 3 1/2 10 1/2										7-8 7-8 5 1/4										7 7 5 1/4										2 1/2 2 1/2										2 1/2 2 1/2										2 1/4 2 1/4																			
Deck Beams, length amidships										10 ft										10 ft										2 1/2 2 1/2										2 1/2 2 1/2										2 1/4 2 1/4																			
Hold { No Average Space }										7-8 7-8 5 1/4										7 7 5 1/4										2 1/2 2 1/2										2 1/2 2 1/2										2 1/4 2 1/4																			
Hold Beams, length amidships										10 ft										10 ft										2 1/2 2 1/2										2 1/2 2 1/2										2 1/4 2 1/4																			
Keel										9 1/2 12 1/2										9 9										4 1/2 4 1/2										4 1/2 4 1/2										2 1/4 2 1/4																			
Scarp of Ditto										4 1/2 1 1/2										4.9 10 10										4 1/2 4 1/2										4 1/2 4 1/2										2 1/4 2 1/4																			
Keelsons										10 15										10 10										4 1/2 4 1/2										4 1/2 4 1/2										2 1/4 2 1/4																			
Scarp of Ditto										4 1/2 1 1/2										4.3										4 1/2 4 1/2										4 1/2 4 1/2										2 1/4 2 1/4																			
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.		Copper		Inches		Inches		Copper		Inches		Inches		Copper		Inches	
		In Ship.		Required per Rule.		In Ship.		In Ship.		Required per Rule.		In Ship.		In Ship.		Required per Rule.	
Heel-Knee, and Deadwood abaft		7/8		1 1/2		1 1/2		1 1/2		1 1/2		1 1/2		1 1/2		1 1/2	
Scarphs of Keel.....No. 6 1/2		3/4		6 3/4		6 3/4		6 3/4		6 3/4		6 3/4		6 3/4		6 3/4	
Keelson Bolts through Keel at		13		16		16		16		16		16		16		16	
each Floor.....		16		16		16		16		16		16		16		16	
Bolts through Heels of Timbers		3/4		1 1/2		1 1/2		1 1/2		1 1/2		1 1/2		1 1/2		1 1/2	
against Deadwood.....		3/4		1 1/2		1 1/2		1 1/2		1 1/2		1 1/2		1 1/2		1 1/2	
Transoms and throats of Hooks ..		1 1/2		1 1/2		1 1/2		1 1/2		1 1/2		1 1/2		1 1/2		1 1/2	
Arms of Hooks .....		1 1/2		1 1/2		1 1/2		1 1/2		1 1/2		1 1/2		1 1/2		1 1/2	
Bolts thro' Bilge & Limber Strakes,		3/8		3/8		3/8		3/8		3/8		3/8		3/8		3/8	
or Thickstuff over Double Floors		3/8		3/8		3/8		3/8		3/8		3/8		3/8		3/8	
Butt End Bolts .....		3/8		3/8		3/8		3/8		3/8		3/8		3/8		3/8	
Pintles of the Rudder .Comp..		3/2		2		2		2		2		2		2		2	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 to 3 Inches. The Space between the Top-Timbers is 3 to 4 Inches.

The Floors consist of German & Brit Oak The First Foothooks of German & Brit Oak

The Second Foothooks of Brit Oak The Third Foothooks and Top Timbers of British Oak

The Shifts of the First and Second Foothooks are not less than 2 feet 6 in. 3.2 to 3.8 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 fairly 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 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 Brit Oak

The Main Keelson is Canada Oak and — free from all defects. The Main piece of Windlass is Brit Oak

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

Hawse Timbers of British Oak Deadwood, of Brit Oak and are — free from all defects.

The Deck and Hold Beams consist of German Oak The Breasthooks of Brit & B O The Knees of Iron & Brit Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Ames Elm & Fir Oak

From the above named Height to the Light Water Mark German Oak

From the Light Water Mark to the Wales German Oak

The Wales and Black-strakes are German Oak The Topsides German Oak

The Sheer-strakes and Plank-sheers German Oak The Water-ways { Upper Deck Red Pine & Fir

The Decks Yellow Pine Lower Deck — State of Good

The Shifts of the Planking are not less than 5 Feet 0 1/2 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-strakes and Bilge-strakes are German Oak

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

Fastenings.—To Hold Beams

Deck Beams 3 spaces aft & 2 for each side double led knees of Brit Oak & 10 ft apart Iron knees otherwise

also 4 pairs per Havy Iron knee Pickers

Number of Breasthooks 3 for 3 aft Pointers one p for under eye of Crutches

Butts End Bolts are of 1 1/2" Met in the Bottom, and one Bolt in each Butt End through and clenched, & one short

Bilge and Limber Strakes are 1 1/2" Met bolted through and clenched. Treenails of Brit Oak How Made Engine turned

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 J. & J. Hall Surveyor's Signature Thomas Alexander

Registered

FOUNDED 1802



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.
/	Fore Sails,	Chain .....	150		Bower, .....	2 6.2.4
/	Fore Top Sails,	<del>Hemp</del> Stream Cable .....	60	5/8		5.1.4
/	Fore Topmast Stay Sails,	Hawser .....	80	6 1/2	Stream, .....	1 2.2.2
/	Main Sails, <u>Trysail</u>	Towlines .....	80	5 1/2		
/	Main Top Sails, <u>off</u>	Warp .....	80	4 1/2	Kedge, .....	1 1.2.12
and <u>other sails reg</u>		All of <u>Good</u> quality.	80	3 1/2		

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

She has one 16 ft Long Boat and \_\_\_\_\_

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

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 17<sup>th</sup> September  
2nd. When the Beams are put in, &c. 3<sup>rd</sup> October  
3rd. { When completed, and before the } 5 November  
          { plank be painted or payed }

*a substantial well bound vessel well put together  
is flush decked with round stern formed by the frames  
caulking all around & secured by the planking hooks  
or  
Is built of 8 years materials and essentially fastened  
with Gilt Metal in all external fastenings to the  
entire exclusion of Iron bolts & nails agreeable to rule  
section 4b.*

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 GA1

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

Special .....£ 2 : 2 : 0

Certificate ....£ 3 : 4 : 6

Committee's Minute 20<sup>th</sup> November 1860

Character assigned 1 for 9 years



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