

No. 3184 Survey held at Arbroath Date 20th September 1864
on the Bugantine Scotsman Master W Boyle
Tonnage Old Built at Arbroath When built 1864 Launched 19/9/64
By whom built Arbroath Shipb³ Co Owners J Scott &
Port belonging to Arbroath Destined Voyage Battle
If surveyed while Building, Afloat, or in Dry Dock Building & afloat

Length aloft			Extreme Breadth Outside			Depth of Hold		
100			22			12 11 1/2		
Scantlings of Timber.			Thickness of Plank.					
TIMBER AND SPACE			Outside.			Inside.		
Floors	Single	8 1/2 x 9 1/2	Garboard Strakes	2 3/4	2 1/2	Limber Strakes	3 1/2	3
1 st Foothooks		7 1/2 x 8 1/2	Garboard to Bilge	9 1/2	2 1/2	Bilge Planks	3 1/2	3
2 nd Ditto		7 1/2 x 7 1/2	Bilge Planks	3 1/2	2	Ceiling in Flat	2 1/2	2
3 rd Ditto		6 1/2 x 6 1/2	Bilge to Wales	2 3/4	2	Ditto Bilge to Clamp	3 1/2	2
Top Timbers		6 1/2 x 6 1/2	Wales	4 1/2	3 1/2 x 4	Hold Beam Clamps	1 1/2 x 3 1/2	3
Deck	N ^o 18	3 1/2 x 9 1/2	Topsides	3 1/2	3	Deck Beam Ditto	1 1/2 x 3 1/2	3
Beams	4 7/8	2 1/2 x 2 1/2	Sheer Strakes	5	3	Ceiling 'twixt Decks	2 1/2	2
Deck Beams, length amidships		20 1/2	Plank Sheers	2 3/4	2 1/2	Hold Beam Shelves		
Hold	N ^o 9	3 1/2 x 9 1/2	Water Upper Deck	9 x 8 1/2	7 1/2	Deck Beam Ditto		
Beams		10 1/2 x 10 1/2	Ways Lower Deck	2 1/2	2 1/2			
Hold Beams, length amidships		20 1/2	Ditto, faying surface against Timbers	6	5			
Keel	3 1/2	10 1/2	Upper Deck	5 1/2	2 1/2			
Scarp of Ditto		5 1/2						
Keelsons		11 1/2						
Scarp of Ditto		11 1/2						

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks is Close Inches. The Space between the Top-Timbers is 3 to 5 Inches.
The Floors consist of German Oak The First Foothooks of German & But Oak
The Second Foothooks of British Oak The Third Foothooks and Top Timbers of But Oak
The Shifts of the First and Second Foothooks are not less than 1 1/2 to 2 feet 3.8 to 3.9 1/2 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 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 2 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 But Oak of Windlass is But Oak

The Keel is Amer Elm The Main Keelson is Red Pine Rider Greenheart and free from all defects.

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

The Deck and Hold Beams of Ger & But Oak & Oak The Breasthooks of Ger & But Oak The Knees of Ger

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Amer Elm Oak Beech & Red Pine

From the above named Height to the Light Water Mark Amer Elm & Red Pine

From the Light Water Mark to the Wales Red Pine

The Wales and Black-strakes are German Oak The Topsides & Sheer-strakes German Oak & in Quarters Oak & Oak

The Spirketting and Plank-sheers German Oak The Water-ways { Upper Deck Red Pine Ger Oak Lower Deck Red Pine

The Decks Yellow Pine 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 up or partial, and if partial, in what part of the Ship. The Planking is wrought True between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes and Ceiling between German Oak

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

Fastenings.—To Hold Beams 1 pair Lod Iron Nails to each end of 4 mid Beams 2 pair Staple & 1/2

Single Lod Iron Nails to 3 Cabin sole Beams 1 pair Staple & 2 Single Lod Iron Nails to fore-cast Beams

also 4 pair Haws Iron Nails Riders

Deck Beams 1 pair Lod Iron Nails between Beams 6 pair Haws Iron Nails & 1/2 to 1/2 Beams at

Hatchway 2 quarter deck board with Staple Lod Iron Nails & 1 pair Stand & at upper

hook off

Number of Breasthooks 4 1/2 under deck & 1 above Pointers 1/2 aft & 1/2 for Crutches 1 Iron

Butt End Bolts are of Yell Metal in the Bottom; two Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes Yell Metal bolted through and clenched. Treenails of But Oak Greenheart How Made planned

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 Arbroath Shipbuilding Co 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 ^o .			Fathoms. Inches.	N ^o .	Weight.
1	Fore Sails,	Chain	180 1	Bower,	2 8.1.18
1	Fore Top Sails,	Hemp ^{Iron} Stream Cable	60 3/4		8.1.14
2	Fore Topmast Stay Sails,	Hawser	75 7	Stream,	1 3.0.24
1	Main Sails, ^{Topmast}	Towlines	75 5 1/2		
1	Main ^{Top} Sails,	Warp	75 4 1/2	Kedge,	1 1.2.18
and other sails to form a full suit		All of <u>Good</u> quality.	75 3 1/2		

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

She has One 18 ft Long Boat and one other boat

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	<u>27 June</u>
2nd. When the Beams are put in, &c.	<u>23 July</u>
3rd. { When completed, and before the plank be painted or payed }	<u>13 Sept 00</u>

This vessel has a very fair frame of well seasoned timber is square sterned formed without transoms the stern & Counter timbers fitted in against after combs & the whole combined & secured by the planting Hooks Beam

Has a raised quarter deck about 2ft 6 in height overlapping main deck one beam & spacing and is in length about 20 1/2 ft from front of Break to after part Stem Post

Is composed generally of dry materials with the exception of Kelson which by some oversight has been put in of 7 years

The spacing of the Hold Beams I have marked on the margin having desired the Builders to satisfy the Committee that their spacing throughout is otherwise efficiently compensated

The Certificates of proof for Chains & Anchors are from a private test dated 24 Aug being one of those alluded to in my letter of 2nd Sept & now submitted to the favorable consideration of the Committee

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 7A or as may be approved

The Amount of the Fee.....£ 2 : : is received by me, Thomas Alexander

Special£ 3 : 3 : 0

Certificate£ 2 : 2 : 6

Committee's Minute 4th October 18 01

Character assigned A - for 7 years

To have fig 1/100
24/10/01

A & C.P.

See letter from
Mr. Alexander
17.6.05



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