

No. 27 Survey held at Glasgow Date 29th November 1847
 on the Smack, "Christiana" Master Philip Vaughan
 Tonnage 55 ⁸³/₁₀₀ Built at Douglas (Isle of Man) When built 1835
 By whom built Owners G. Gavin & Co
 Port belonging to Douglas Destined Voyage Castletown
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft	Feet. <u>41</u> Inches.	Extreme Breadth	Feet. <u>14</u> Inches. <u>6</u>	Depth of Hold	Feet. <u>8</u> Inches. <u>3</u>
Scantlings of Timber. Timber and Space..... each <u>19</u> Floors..... sided <u>4 1/2</u> Moulded <u>8</u> <u>6 1/2</u> 1 st Foothooks..... " <u>6</u> " <u>6 1/2</u> <u>5</u> 2 nd Ditto..... " <u>6</u> " <u>5</u> <u>4 1/2</u> 3 rd Ditto..... " <u>5</u> " <u>4 1/2</u> <u>3</u> Top Timbers..... " <u>✓</u> " <u>✓</u> <u>✓</u> Deck Beams <u>12</u> N°. of <u>average 3 feet 6 in.</u> <u>✓</u> " <u>✓</u> <u>5</u> Hold Beams <u>✓</u> N°. of <u>Space</u> " <u>✓</u> " <u>✓</u> <u>✓</u> Keel..... " <u>✓</u> " <u>✓</u> <u>✓</u> Kelsons..... " <u>10</u> " <u>10</u> <u>5</u>			Thickness of Plank. Outside. Keel to Bilge..... <u>2</u> Bilge Planks..... <u>3</u> Bilge to Wales..... <u>2</u> Wales..... <u>3</u> Topsides..... <u>2</u> Sheer Strakes..... <u>3 1/2</u> Plank Sheers..... <u>2 1/2</u> Water-Ways..... <u>3</u> Upper Deck..... <u>2 1/4</u> Inside. Foot Waling..... <u>2</u> Bilge Planks..... <u>3</u> Ceiling in Flat..... <u>2</u> Ditto Bilge to Clamp..... <u>2</u> Hold Beam Clamps..... <u>✓</u> Deck Beam Ditto..... <u>2</u> Ceiling 'twixt Decks..... <u>✓</u> Hold Beam Shelves..... <u>✓</u> Deck Beam Ditto..... <u>5 x 9</u>		
Size of Bolts in Fastenings. Heel-Knee, and Dead Wood abaft..... <u>Copper. Iron</u> Scarphs of Keel..... N°. <u>✓</u> Floor Timber Bolts..... <u>✓</u> Kelson ditto..... <u>✓</u> Transoms and throats of Hooks..... <u>✓</u> Arms of Hooks..... <u>✓</u>			Iron. Bolts thro' the Bilge and Foot Waling..... <u>3/4</u> Butt End Bolts..... <u>5/8</u> Lower Pintle of the Rudder..... <u>✓</u> Hold Beam..... <u>✓</u> Deck Beam..... <u>3/4</u> same in Iron above the Copper..... <u>✓</u>		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 26 4 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects.
 The Floors and first Foothooks are composed of English Oak Timber.
 The other Foothooks and Top Timbers of English Oak
 The Shifts of the first and second Foothooks are not less than ✓ N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are Not seen
 The Frame is ✓ squared from the first Foothook Heads upwards, and ✓ free from sap, and from thence downwards, the frame is Well Squared where seen
 The alternate Frames are ✓ bolted together. N. B. If not, state how bolted.
 The Butts of the Timbers are ✓ close together; their thickness not less than ✓ of the entire moulding at that place.
 The Frame is ✓ chocked with ✓ Butt at each end of the chock.
 The Main Kelson is composed of Best Pine and the False Kelson of Best Pine
 The Scarphs of the Kelsons are not less than ✓ feet ✓ inches.
 The Deck and Hold Beams are composed of Best Pine and Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Norway Pine (between Bilge Planks)
 From the first Foothook Heads to the Light Water Mark of Norway Pine
 From the Light Water Mark to the Wales of Swedish Pine
 The Wales and Black-strakes are of Norway Pine The Topsides of Swedish Pine
 The Sheer-strakes and Plank-sheers of Pine The Water-ways of Pine
 The Decks of Norway Pine State of New and good
 The Shifts of the Planking are not less than ✓ 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 where can be struck between

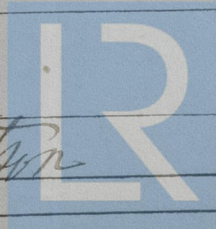
Planking Inside.—The Limber-strakes are composed of Swedish Pine the Bilge Planks of Pine
 The Ceiling, Lower Hold, of Swedish Pine Between Decks of Swedish Pine
 Shelf Pieces of Swedish Pine Clamps of Swedish Pine
enings.—To Hold Beams

Deck Beams Shelf Piece and Single (Iron and Wood) Lodging Nails to every Beam
 Number of Breasthooks Three Pointers ✓ Crutches ✓
 Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.
 Bilge and Footwaling Iron bolted through and clenched.
 General Quality of Workmanship ✓

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

Builder's Name

Surveyor's Name



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Lloyd's Register Foundation

9200-017575

27. 9. 47.

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 .		
1	Fore Sails,	120	Chain	5 1/2	2	Bower,	Cut 9-11 1/2
3	Fore Top Sails,	60	Hempen Stream Cable	5 1/2	1	Stream,	3-0-0 x 2-3-7
1	Fore Topmast Stay Sails,	1	Hawser	1	1	Kedge,	1-2-0
1	Main Sails,	1	Towlines	1			
1	Main Top Sails, <u>Caff</u>	50	Warp	3			
and <u>other requisite Sails</u>			All of <u>good</u> quality.				

Her Standing and Running Rigging Complete sufficient in size and good in quality.

She has One 13 ft Long Boat and 1

The present state of the Windlass is good Capstan good and Rudder good

General Remarks—Statement and Date of Repairs.

Repairs in October last, done at Douglas, Isle of Man. See the Certificate from the Ship Builder

The vessel appears to be in very good condition throughout, and in my opinion fit for the safe conveyance of Dry and Perishable Cargoes.

Handwritten signature: J. P. Roberts

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done 1847

I am of opinion this Vessel should be Classed F. 1.

The Amount of the Fee.....£ / : ~ : ~ is received by me,

Special£ / : 1 : ~

Certificate " " 5 " 30th Nov 1847

Committee's Minute 30th Nov 1847
Character assigned F. 1.

Please forward a Certificate of Classification

