

Order for S.S. No. 56

No. 259 Survey held at Glasgow

Date 22^d August 1854

on the Ship "Vernida"

Master Alexander Dunlop

Tonnage Old 485 ⁴⁴/₄ Built at Dumbarton

When built 1854 Launched July 1854

By whom built Archibald McMillan Owners John Ross

Port belonging to Greenock Destined Voyage Marseille

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

Length aloft 138 Feet 4 Inches Extreme Breadth 21 7/10 Feet 7 1/10 Inches Depth of Hold 17 1/10 Feet 1 1/10 Inches

Table with columns for Scantlings of Timber (Room and Space, Floors, 1st Foothooks, etc.) and Thickness of Plank (Outside, Inside). Includes measurements in inches for various parts of the vessel.

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

Table listing bolt specifications for various parts: Heel-Knee, Scarphs of Keel, Floor Timber Bolts, Kelson ditto, Transoms and throats of Hooks, Arms of Hooks, Bolts thro' Bilge & Limber Strakes, Butt End Bolts, Lower Pintle of the Rudder, Hold Beam, Deck Beam.

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 10 1/2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, consist of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak & Greenheart and are free from all defects.

The Floors consist of Suceo & Quercus Oak The First Foothooks of Suceo & Quercus Oak Timber. The Second Foothooks of English Oak The Third Foothooks of English Oak The Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 3 1/2 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 1/2 to 4 feet

The Frame is Fair squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is Fair squared & free from Sap

The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is Cop checked with 10 Butts at each end of the chock. The Main Keelson is Greenheart and free from all defects. The False Keelson is Greenheart

The Deck Beams consist of English Oak The Hold Beams of English Oak The Knees of Oak Greenheart & Yellow American Elm

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is American Elm From the above named Height to the Light Water Mark Pitch Pine

From the Light Water Mark to the Wales Pitch Pine The Wales and Black-strakes are Greenheart The Topsides Pitch Pine

The Sheer-strakes Greenheart and Plank-sheers Greenheart & Oak The Water-ways Red Pine The Decks Yellow Pine State of Good

The Shifts of the Planking are not less than 5 Feet 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 White Strakes between

Planking Inside.—The Limber-strakes are Suceo Oak the Bilge Planks Suceo Oak The Ceiling, Lower Hold, Pitch Pine Between Decks Pitch Pine

Shelf Pieces Suceo Oak Clamps Suceo Oak

Fastenings.—To Hold Beams Staple Lodging Nuts and 11 Pairs of Diagonal Iron Hanging Nuts with Side Clamps extending below the Bilges Deck Beams Staple Lodging Nuts and 11 Pairs of Diagonal Iron Hanging Nuts

Number of Breasthooks 9 Pine Pointers 3 Corner Ransoms Crutches One of Iron Butts End Bolts are of Yellow Metal in the Bottom, and One Bolt in each Butt End through and clenched.

Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of Greenheart How Made Curved English Oak

General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel, Builder's Signature Archibald McMillan Son Surveyor's Signature [Signature]

959 *cls*

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.	No.	Weight.
2	Fore Sails,	Chain		240	1 3/4	Bower,	3 22 3
2	Fore Top Sails,	Hempen Stream Cable		75	8		20 1 24
2	Fore Topmast Stay Sails,	Hawser		80	6	Stream,	1 8 3 25
1	Main Sails,	Towlines					
2	Main Top Sails,	Warp		90	5	Kedge,	1 2 3 0
and all other Sails		All of <u>Good</u> quality.					

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

She has One 27 feet Long Boat and One 19 feet Pinnace, One 22 feet Boat

The present state of the Windlass is Good Capstan Good Rudder Good Pumps 2 Main & 2 Ridge

General Remarks—Statement and Date of Repairs.

*Specially Surveyed by me during the progress of Building
Bottom Sheathed with Yellow Metal over Felt to the
Middle of the Masts
Testing Certificates of the Chain Cables produced*

If Sheathed, Doubled, Felted, or Coppered Yellow Metal over Felt When last done July 1854

I am of opinion this Vessel should be Classed G.A.T.

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Aug Special£ 24 : 5 : 0

Certificate (if required)£ 0 : 0 : 0

Committee's Minute 29th August 1854

Character assigned A 1 *W. G. G. G.*

W. P. Bolton



© 2019 Lloyd's Register Foundation