

No. 2434 Survey held at Glasgow Date 27th January Recd 29/1/66 1800
the "Huntly Castle" Master Barrett 2434

nnage under tonnage deck 121.41 Built at Glasgow When built 1853/55 Launched 1st Jan. 1859
Ditto of poop 1.89 By whom built Connell & Co Owners Thos. Munroe
Total tonnage 123.30 Port belonging to Glasgow Destined Voyage Singapore
Surveyed while Building, Afloat, or in Dry Dock whilst building and afloat

Length as per section 39 .. <u>109</u>	Feet.	Inches.	Depth of Hold .. <u>18</u>	Feet.	Inches.	Number of Decks <u>One</u>
Length of Keel .. <u>159</u>	Feet.	Inches.	(Depth from limber-strakes to under side of lower deck beam <u>14ft 3in</u>)	Feet.	Inches.	
Scantlings of Timber.						
TIMBER AND SPACE .. <u>10</u>	Sided.	IN SHIP.	Extreme Breadth Outside .. <u>18</u>	Moulded.	IN SHIP.	Outside Plank.
Floors .. <u>19 1/2</u>	Middle.	REQUIRE PER RULE.	Moulded.	REQUIRE PER RULE.	IN SHIP.	Garboard Strakes .. <u>9</u> x <u>11</u>
1 st Foothooks .. <u>3</u>	Ends.		Ends.		Required Rule.	Garboard to Bilge .. <u>5</u> x <u>5</u>
2 nd Ditto .. <u>3</u>						Bilge Planks .. <u>5</u> x <u>5</u>
3 rd Ditto .. <u>3</u>						Bilge to Wales .. <u>5</u> x <u>5</u>
Top Timbers .. <u>3 1/2</u>						Wales .. <u>5</u> x <u>5</u>
Deck No. <u>1</u> Average Space <u>1 1/2</u>						Topsides .. <u>4</u> x <u>4</u>
Beams .. <u>3</u> 2 nd <u>2 1/2</u> 3 rd <u>2 1/2</u>						Sheer Strakes .. <u>4</u> x <u>4</u>
Deck Beams, length amidships .. <u>3</u> 2 nd <u>2 1/2</u> 3 rd <u>2 1/2</u>						Plank Sheers .. <u>4</u> x <u>4</u>
Hold No. <u>1</u> Average Space <u>1 1/2</u>						Water-Upper Deck <u>12</u> x <u>8</u>
Beams .. <u>3</u> 2 nd <u>2 1/2</u> 3 rd <u>2 1/2</u>						Ways Lower Deck .. <u>12</u> x <u>8</u>
Hold Beams, length amidships .. <u>3</u> 2 nd <u>2 1/2</u> 3 rd <u>2 1/2</u>						Ditto, faying surface against Timbers .. <u>8</u> x <u>8</u>
Keel .. <u>14 1/2</u> 1 st <u>14 1/2</u> 2 nd <u>14 1/2</u> 3 rd <u>14 1/2</u>						Upper Deck .. <u>3 1/2</u> x <u>3 1/2</u>
Scarp of Ditto .. <u>8</u> 1 st <u>8</u> 2 nd <u>8</u> 3 rd <u>8</u>						
Keelsons .. <u>12 1/2</u> 1 st <u>12 1/2</u> 2 nd <u>12 1/2</u> 3 rd <u>12 1/2</u>						
Scarp of Ditto .. <u>8</u> 1 st <u>8</u> 2 nd <u>8</u> 3 rd <u>8</u>						
Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.						
Heel-Knee, & Deadw'd abaft .. <u>1 1/2</u>	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Scarp of Keel, No. <u>1</u> .. <u>1 1/2</u>						
Keelson Bolts through Keel at each Floor .. <u>1 1/2</u>						
Bolts thro' Heels of Timbers against Deadwood .. <u>1 1/2</u>						
Transoms and throats of Hooks .. <u>1 1/2</u>						
Arms of Hooks .. <u>1 1/2</u>						
Thro' Bilge & Limber Strakes .. <u>1 1/2</u>						
Thickstuff over Double Floors .. <u>1 1/2</u>						
Butt End Bolts .. <u>1 1/2</u>						
Pintles of the Rudder .. <u>1 1/2</u>						
Hold Beam .. <u>1 1/2</u>						
Bolts in .. <u>1 1/2</u>						
Deck Beam .. <u>1 1/2</u>						
Bolts in .. <u>1 1/2</u>						
Nails or Bolts in Flat of Deck .. <u>1 1/2</u>						
Treenails .. <u>1 1/2</u>						

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 1 1/2 Inches.
The Floors consist of Iron Plates The First Foothooks of Red Pine extending in one length from middle line to Gunwale
The Second Foothooks of Reverse Frames to upper part of Bilge and alternately to Gunwale The Third Foothooks and Top Timbers of Red Pine
The Shifts of the First and Second Foothooks are not less than 1 1/2 N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are 1 1/2
The Frame is 1 1/2 squared from First Foothook Heads upwards, and 1 1/2 free from sap, and from thence downwards, the frame is 1 1/2
The 1 1/2 Frames are 1 1/2 bolted together to the Gunwale. N. B. If not, state how bolted.
The Butts of the Timbers are 1 1/2 close together; their thickness not less than 1 1/2 of the entire moulding at that place.
The Frame is 1 1/2 chocked with 1 1/2 Butt at each end of the chock. The Main piece of Rudder is 1 1/2 Out of Windlass is Greenheart
The Keel is 1 1/2 The Main Keelson is Red Pine and Angle Iron and 1 1/2 free from all defects.
The Stem, and Stern Post of 1 1/2 The Transoms, Knight Heads, Hawse Timbers, and Aprons of 1 1/2 Deadwood, of 1 1/2 and are 1 1/2 free from all defects.
The Deck and Hold Beams of 1 1/2 The Foothooks of 1 1/2 The Knees of 1 1/2

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is American Red Pine
or to the First Foothook Heads }
From the above named Height to the Light Water Mark 1 1/2 and Greenheart
From the Light Water Mark to the Wales 1 1/2 and Greenheart
The Wales and Black-strakes are 1 1/2 The Topsides & Sheer-strakes 1 1/2
The Spicketing and Plank-sheers 1 1/2 The Water-ways { Upper Deck 1 1/2
Lower Deck 1 1/2
The Decks Yellow Pine State of new
The Shifts of the Planking are not less than 1 1/2 Feet 1 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 True between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Red Pine
The Ceiling, Lower Hold, and between Decks Red Pine & Plate Shelf Pieces and Clamps 1 1/2
Fastenings.—To Hold Beams Stringer Plate 20 x 20 Angle 1 1/2 x 3 1/2 x 70 Welded knees rivetted to Frames

Deck Beams Stringer Plate and Beam ends 20 x 20 Gunwale Angle 1 1/2 x 3 1/2 x 70 Welded knees rivetted to Frames
Number of Breasthooks Four Pointers all Stringers and Crutches Four
Butt End Bolts are of Yellow Metal in the Bottom. Two Bolts in each Butt End Two through and clenched
Bilge and Limber Strakes 1 1/2 bolted through and clenched. Treenails of 1 1/2 How Made 1 1/2
Thickstuff over Double Floors 1 1/2 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 Thos. Munroe Surveyor's Signature J. D. Barclay

GLS143-0432

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

She has SAILS.		CABLES, &c.		ANCHORS, &c.			
N ^o .		Fathoms.	Size.	Tested to. as per Certificate.	N ^o .	Weight. Ex. Stock.	Tested to. as per Certificate.
a double suit of sails and	Fore Sails,	Chain	270	180	40 1/2	3	21.1.0
	Fore Top Sails,	Hempen Stream Cable ..	40	8		3	21.10.1
	Fore Topmast Stay Sails,	Hawser	50	13	11 1/2		18.0.14
	Main Sails,	Towlines	90	8		1	9.0.4
	Main Top Sails,	Warp	90	4		3	4.3.10
	All of Good q.						2.1.7

Her Standing and Running Rigging Galv. Wire & Hemp sufficient in size and Good in quality.

She has One Long Boat and two others

The present state of the Windlass is new Cap new Rudder new Pumps new and efficient

Order for Special Survey,
No. 402 Date Aug 5 14/65

Order for Ordinary Survey,
No. ✓ Date ✓

DATES of Surveys
 held while building,
 as per Section 35.

1st. When the Frame is completed Built under Special
2nd. When the Beams are put in, &c. Survey found the
3rd. { When completed, and before the } 22^d Augt, 1865 till
 { plank be painted or payed } 24th January 1866

General Remarks Keel Plate 18" x 50, fastened to keel with 1 1/2" Galvanized
Screw Bolts, Garboard strakes horizontally bolted with 5/8" Yellow
Metal Bolts. Sheerstrake 30" x 50. Bilge Plate 15" x 50. Diagonals
on Frames 8" x 50 two pairs crossing each other in midships space
six feet apart on the square. Bilge keelson formed with
a Built Plate 7 1/2" x 50 and two Angle Bars 4 1/2" x 3 1/2" x 70. Diagonals
on each tier of Beams 11 1/2" x 50

Fore. Main & Bowsprit of kind of three plates to 3/40 thick, bands
double clinched and Butt straps triple carvel jointed, the
planking fastened with 1/2 Yellow Metal Nut and Screw Bolts
to the height of four fifths depth of hold remainder with
Galvanized Iron Nut and Screw Bolts, and in all other
respects as per approved Indenture Section for sister vessel
"Laymon's Cassette"

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, or Coppered Yellow Sital'd When last done _____

I am of opinion this Vessel should be Classed Light

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

Special£ 31 : 3 :

Certificate £ *Gratis.*

Committee's Minute 30th January 1866.

Character assigned

12 1 for 14 Years

Iron frame - planter

MA

Encl B S

29/1/66

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