

Requisition No. 301
No. 4743 Survey held at Rothsay Date 29th February 1864
on the smack "Janets & Marion" Master John Cameron
Tonnage Old Built at Rothsay When built 1864 Launched 12th Jan^y 1864
By whom built Robert McLea Owners James Waugh
Port belonging to Rothsay Destined Voyage Clyde Coast
If Surveyed while Building, Afloat, or in Dry Dock While building

Length aloft		Feet.	Inches.	Extreme Breadth Outside		Feet.	Inches.	Depth of Hold		Feet.	Inches.	
		62	7			18	4 1/2			8	7	
Scantlings of Timber.				Thickness of Plank.								
		Stid.	IN SHIP. Moulded.	REQUIRED PER RULE. Moulded.		Outside.		INCHES. In Ship. Required per Rule.		Inside.		
			Middle.	Ends.	Middle.	Ends.				In Ship.	Required per Rule.	
TIMBER AND SPACE		19			18		Garboard Strakes ..	2 1/4	2	Limber Strakes	2 3/4	2 1/2
Floors		8 1/2	7 1/2		7		Garboard to Bilge ..	2 1/4	2	Bilge Planks <i>Lower Strakes</i>	3 1/4	2 1/2
1 st Foothooks		7 1/2	7 1/2		6		Bilge Planks	3 1/4	2	Ceiling in Flat	2 1/4	1 1/2
2 nd Ditto		6	6 1/2		5 1/2		Bilge to Wales	2 1/4	2	Ditto Bilge to Clamp	2 1/4	1 1/2
3 rd Ditto					5 1/2	4	Wales	3	3	Hold Beam Clamps..		
Top Timbers		6	4 1/2		5 1/2		Topsides	3	2 1/4	Deck Beam Ditto ..	5	2 1/4
Deck } N ^o 14		Average Space } 3 feet 8 inches	9	8	6 1/2	6 3/4	5 1/2	3	2 1/4	Ceiling 'twixt Decks		
Beams }										Hold Beam Shelves ..		
Deck Beams, length amidships			17 feet 2 inches				Water - Upper Deck	8 x 5 1/2	4	Deck Beam Ditto ..		
Hold } N ^o		Average Space }					Ways } Lower Deck					
Beams }												
Hold Beams, length amidships							Ditto, faying surface	3 1/2	4			
Keel		11	12		8		against Timbers ..	2 1/2	2 1/2			
Scarphs of Ditto			4 feet 6 inches		4 feet		Upper Deck	2 1/2				
Keelsons		One length	12	12	9							
Scarphs of Ditto												

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

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.		
Heel-Knee, & Deadw'd abaft			Transoms and throats of Hooks			Hold Beam			Waterway								
Scarp of Keel, N ^o . 6			Arms of Hooks			Bolts in			Knees								
Keelson Bolts through Keel			Thro' Bilge & Limber Strakes			Deck Beam			Waterway								
at each Floor			Thickstuff over Double Floors			Bolts in			Knees								
Bolts thro' Heels of Timbers			Butt End Bolts			Nails or Bolts in Flat of Deck			Shelf or Clamp								
against Deadwood			Pintles of the Rudder			Treenails											

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 5 Inches.

The Floors consist of British Oak The First Foothooks of British Oak

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

The Shifts of the First and Second Foothooks are not less than 1/6 of breadth N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Good

The Frame is well squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared

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 chocked with no Butt at each end of the chock. The Main piece of Rudder is British Oak of Windlass is British Oak

The Keel is American Rock Elm The Main Keelson is Red Pine and free from all defects.

The Stem, and Stern Post of British Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of British Oak Deadwood, of American Rock Elm to 2 feet and are free from all defects.

The Deck and Hold Beams of British Oak The Breasthooks of British Oak & Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is American Oak & Black Birch

From the above named Height to the Light Water Mark Red Pine

From the Light Water Mark to the Wales Red Pine

The Wales and Black-strakes are American Oak The Topsides & Sheer-strakes American Oak

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

The Decks Yellow Pine State of Good

The Shifts of the Planking are not less than Five Feet 5 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 American Oak and Red Pine

The Ceiling, Lower in Hold, and between Decks Red Pine Shelf Pieces and Clamps Red Pine

Fastenings.—To Hold Beams

Deck Beams Lodging knees of Iron to each Beam end

Number of Breasthooks Two Pointers one Crutches one

Butts End Bolts are of Iron in the Bottom, and Two Bolt in each Butt End through and clenched.

Bilge and Limber Strakes Iron bolted through and clenched. Treenails of British Oak How Made 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 Robert McLea Surveyor's Signature W. J. B. B. B.

GRH295-0072

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.
	Fore Sails,	Chain	120 138	Bower,	1 4. 1. 7
<i>one</i>	Fore Top Sails,	Hempen Stream Cable	90 5 1/2	<i>de</i>	1 4. 1. 7
<i>one</i>	Fore Topmast Stay Sails,	Hawser	90 3	Stream,	1 1. 1. -
<i>of</i>	Main Sails,	Towlines		Kedge,	1 2. -
<i>sails</i>	Main Top Sails,	Warp			
and		All of <u>Good</u> quality.			

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

She has One Long Boat and Capstan Rudder Good Pumps best metal Good

The present state of the Windlass is Good

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>Specially surveyed while building from 18th July 1863 to 29th Feb. 1864 in all six visits</u>
	2nd. When the Beams are put in, &c.	
	3rd. { When completed, and before the plank be painted or payed }	

This vessel has been built under Special Survey as per Order No. 301: is fastened with Iron bolts throughout.

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

If Sheathed, Doubled, Felted, or Coppered Single bottom When last done

I am of opinion this Vessel should be Classed 7A1

The Amount of the Fee £ 1 : " : " is received by me, A. J. Boulton

Special £ 3 : 2 : "

X Certificate £ " : " : "

Committee's Minute 8th March 1864

Character assigned A 1 for 7 years



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X Mr James Mangles, Rotherham