

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
 Part belonging to Rothsay Destined Voyage Slidy 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	70	18	4		8	70	8	70					
Scantlings of Timber.														
TIMBER AND SPACE	19				18									
Floors	8 1/2	7 1/2			7									
1 st Foothooks	7 1/2	7 1/2			6									
2 nd Ditto	6	6 1/2			5 1/2									
3 rd Ditto	6	4 1/2			5 1/2	4								
Top Timbers	6				5 1/2	4								
Deck Beams } N ^o 14 Average Space } 3 feet 8 inches	9	8	6 1/2	6 3/4	5 1/2									
Deck Beams, length amidships	17 feet 2 inches													
Hold Beams } N ^o Average Space }														
Hold Beams, length amidships														
Keel	11	12			8									
Scarphs of Ditto	4 feet 6 inches													
Keelsons	one length													
Keelsons	12	12			9									
Scarphs of Ditto														

Outside.	INCHES.		Inside.	INCHES.	
	In Ship.	Required per Rule.		In Ship.	Required per Rule.
Garboard Strakes	2 1/2	2	Limber Strakes	2 3/4	2 1/2
Garboard to Bilge	2 1/4	2	Bilge Planks	3 1/2	2 1/2
Bilge Planks	3 1/4	2	Ceiling in Flat	2 1/2	1 1/2
Bilge to Wales	2 1/4	2	Ditto Bilge to Clamp	2 1/2	1 1/2
Wales	3	3	Hold Beam Clamps		
Topsides	3	2 1/4	Deck Beam Ditto	5	2 1/4
Sheer Strakes	3	2 1/4	Ceiling 'twixt Decks		
Plank Sheers	2 1/4	2	Hold Beam Shelves		
Water-Ways } Upper Deck	8 x 5 1/2	4	Deck Beam Ditto		
Water-Ways } Lower Deck					
Ditto, faying surface against Timbers	3 1/2	4			
Upper Deck	2 1/2	2 1/2			

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	7/8	1 1/8	1 1/8	Transoms and throats of Hooks	3/4	1 1/8	1 1/8
Scarphs of Keel, N ^o 6	1 1/8	1 1/8	1 1/8	Arms of Hooks	1 1/8	1 1/8	1 1/8
Keelson Bolts through Keel at each Floor	3/4	1 1/8	1 1/8	Thro' Bilge & Limber Strakes	3/4	1 1/8	1 1/8
Bolts thro' Heels of Timbers against Deadwood	5/8	1 1/8	1 1/8	Thickstuff over Double Floors			
				Butt End Bolts	3/4	1 1/8	1 1/8
				Pintles of the Rudder	2	1 1/8	1 1/8

Hold Beam Bolts in } Waterway ..
 Knees
 Shelf or Clamp
 Deck Beam Bolts in } Waterway ..
 Knees
 Shelf or Clamp
 Nails or Bolts in Flat of Deck
 Treenails Inches 1 1/8

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 1/3rd of the entire moulding at that place.
 The Frame is choked 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
 or to the First Foothook Heads }
 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
 The Decks Yellow Pine State of Good
 The Shifts of the Planking are not less than Five Feet 4 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, Lowerⁱⁿ 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 Iron 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 H. J. ...

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 .. Admiralty test .. 8 1/2 tons	120 1/2	Bower, .. Admiralty test .. 6 1/2 tons	1 14. 1. 7
<i>one</i>	Fore Top Sails,	Hempen Stream Cable	90 5 1/2	<i>do</i> .. <i>do</i> .. 6 1/2 tons	1 14. - -
<i>ditto</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 ^{rigging is well} and Running Rigging Heavy sufficient in size and Good in quality.

She has One Long Boat and
 The present state of the Windlass is Good Capstan Capstan Rudder Good Pumps Cast metal 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'y 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 YAS

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

* Mr James Mangles, Rotherway



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