

No. 4811 Survey held at Rothsay Date 5<sup>th</sup> October 1864  
on the Schooner "Isobell Thom" Master Wm Farley  
Tonnage Old Built at Rothsay When built 1864 Launched 1<sup>st</sup> Sept 1864  
By whom built Robert McLea Owners Robert Thom  
Part belonging to Surinam Destined Voyage Glyde to Surinam  
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.		
	Sided.	Middle.	Ends.	Sided.	Middle.	Ends.		Sided.	Middle.	Ends.	Sided.	Middle.	Ends.		Sided.	Middle.	Ends.	Sided.	Middle.	Ends.
Length aloft	59	7	10	17	7	10		17	7	10				7	7	10				
<b>Scantlings of Timber.</b>																				
TIMBER AND SPACE	18			18																
Floors	7	7		7	7															
1 <sup>st</sup> Foothooks	6	6		6	6															
2 <sup>nd</sup> Ditto	6	6		6	6															
3 <sup>rd</sup> Ditto	5	4		5	4															
Top Timbers	5	4		5	4															
Deck } N <sup>o</sup> 15 Average Space 4 feet	8	8		8	8															
Beams }																				
Deck Beams, length amidships	16 feet			16 feet																
Hold } N <sup>o</sup> Average Space																				
Beams }																				
Hold Beams, length amidships																				
Keel	10	10		10	10															
Scarp of Ditto	16 feet 6 inches			16 feet 6 inches																
Keelsons	12	12		12	12															
Scarp of Ditto																				

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

Heel-Knee, & Deadw'd abaft	Copper or Y.M. in Ship.			Transoms and throats of Hooks	Copper or Y.M. in Ship.			Hold Beam Bolts in	Waterway ..	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
	in Ship.	in Ship.	in Ship.		in Ship.	in Ship.	in Ship.					
Heel-Knee, & Deadw'd abaft	7	7	14	Transoms and throats of Hooks	3	3	13	Hold Beam Bolts in	Knees .....			
Scarp of Keel, N <sup>o</sup> 6	16	16	16	Arms of Hooks	16	16	16	Deck Beam Bolts in	Shelf or Clamp			
Keelson Bolts through Keel at each Floor	3	3	12	Thro' Bilge & Limber Strakes	9	9	9	Waterway ..	Knees .....	5	5	9
Bolts thro' Heels of Timbers against Deadwood	5	5	10	Thickstuff over Double Floors	9	9	9	Shelf or Clamp	Shelf or Clamp	5	5	10
				Butt End Bolts	2	2	2	Nails or Bolts in Flat of Deck				
				Pintles of the Rudder	2	2	2	Treenails	Inches 1 1/2			1

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 4 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 3 feet 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 Frames are 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 3<sup>rd</sup> 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 The Knees of British Oak

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is American Rock Elm  
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 & Tamarac The Topsides & Sheer-strakes American Oak & Tamarac

The Spiketting and Plank-sheers Red Pine & American Oak The Water-ways { Upper Deck Red Pine

The Decks Yellow Pine State of Good Lower Deck

The Shifts of the Planking are not less than Five 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 Three between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are American Rock Elm and American Oak

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

**Fastenings.**—To Hold Beams

Deck Beams Wood lodging knees to each beam end, and two pairs of iron knee orders amidships

Number of Breasthooks Two Pointers One Crutches One

Butt End Bolts are of Iron & Yellow Metal in the Bottom: Two Bolts in each Butt End One 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. B. 1864

GRK295-0089



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .			Fathoms. Inches.	N <sup>o</sup> .	Weight.
	Fore Sails,	Chain <i>Admiralty test 5.12.12</i>	<i>150</i> <i>11</i>	Bower, <i>Admiralty test 2.1.25</i>	<i>1</i> <i>3.0.10</i>
<i>One</i>	Fore Top Sails,	Hempen Stream Cable .....	<i>90</i> <i>5</i>	<i>4 " 17" - Anchor 2.1.20</i>	<i>1</i> <i>3.0.4</i>
<i>Suit</i>	Fore Topmast Stay Sails,	Hawser .....	<i>90</i> <i>3</i>	Stream, .....	<i>1</i> <i>1.1.14</i>
<i>7</i>	Main Sails,	Towlines .....			
<i>Sails</i>	Main Top Sails,	Warp .....		Kedge, .....	<i>1</i> <i>- 2.26</i>
and <i>spare sails</i>		All of <u>Good</u> quality.			

Her *standing rigging is new* and Running Rigging Hemp sufficient in size and Good in quality.

She has One Long Boat and with patent purchase  
The present state of the Windlass is Good Capstan Good Rudder Good Pumps Two Castmetal, 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	<i>At the various times named herein</i> <i>Under Common Survey</i>
	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 common survey; is fastened with Iron bolts throughout, except butts of bottom planking which have an extra bolt of Yellow Metal driven in each besides the two bolts of Iron.*

*The certificate of Chain cable is dated 7<sup>th</sup> Sept: 1864: and certificates of Bower Anchors are dated 3<sup>rd</sup> & 4<sup>th</sup> Sept: 1864: and have been proved at Tipton Proving Machine.*

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on Felt over part Iron bolts When last done Sept: 1864

I am of opinion this Vessel should be Classed 7 A 1.

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

Special .....£ 2 : 2 : "

Certificate .....£ " : 2 : 6

Committee's Minute 18<sup>th</sup> October 1864

Character assigned A 1 for 7 years



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