

IRON SHIPS.

No. 1361 Survey held at Aberdeen Date 30th April 1849
 on the Schooner Mercury Master A McLean
 Tonnage 175 Built at Aberdeen When built Launched 1842
 By whom built J Duffus & Co Owners G Elsmie & others
 Port belonging to Aberdeen Destined Voyage Battle
 If Surveyed Afloat or in Dry Dock On Slip

Length aloft	84 ³ / ₄	Feet.	Inches.	Extreme Breadth	20 ² / ₁₀	Feet.	Inches.	Depth of Hold	12 ⁵ / ₈	Feet.	Inches.
Scantlings.											
Distance of Ribs amidships	for a few spaces	20	X								
Ditto ditto forward and aft		24	to 26	X							
Floors, Size of Angle Iron		3	X 3	by	7/16						
Ditto Plate											
Ribs, Size of Angle Iron		3	X 3		3/8						
Deck Beams, { Double or Single Angle Iron	No 18 single	6	X 3		1/2						
	9 double	3	X 3		3/8						
N ^o . 24 1/2 { Plate											
Hold Beams, { Double or Single Angle Iron	double	3 1/2	X 2 1/2	X 1/2							
N ^o . { Plate											
Paddle Beams											
Keel	Cast Iron in 3 pieces & Scharph'd.	12	X 7								
Kelson, Iron or Wood	in two lengths	14 1/2	X 12								
Thickness of Plating, &c.											
Outside.						Inside.					
					Inches.						Inches.
Keel to Bilge					3/8	Bilge Planks					2
Bilge					3/8	Ceiling in Flat					2
Bilge to Wales					3/8	Ditto Bilge to Clamp					1 1/2
Wales					7/16	Hold Beam Clamps					
Topsides					3/8	Deck Beam Clamps					
Sheerstrakes	new				3/8	Ceiling 'tween Decks					1 1/2
Planksheers	new				3 1/2	Hold Beam Shelves				4	X 3 X 5/8
Waterways	new				4 1/2	Deck Beam Shelves	on tops of Beams	20	X 5/6		
Upper Deck	new				2 1/2	Lower Deck	omitted to Beams at Gun Angle Beam				
						Ditto Waterways					

Power of Engines

Framing.—The Space between the Floors in this Vessel is 10 to 12 Inches. The Space between the Ribs above the Bilge is 20 to 24 Inches.
 The Stem, Stern Post, for 24 ft. amidships and 26 inches aft & abaft that are composed of Cast & plate Iron. (Describe how formed.)
 The Transoms, Knight Heads, Hawse Timbers, of British Oak & Mahogany and are new free from all defects.
 The Floors are composed of Angle and Plate Iron, with reversed angle Iron carried to top of Bilge. (Describe by sketch.)
 The Ribs of Angle Iron and extend in one length from the keel to the floor and are rivetted through the bottom plates with
 a 3/4 inch rivet every 6 to 7 inches. frames are of single angle Iron. (Describe whether the Angle Iron is double or single.)
 The Main Kelson is composed of Am^e elm 14 1/2 inches by 12 inches, and secured to the floor with a 1 in Bolt through every 2 ft floor.
 (If wood Kelson, state the length of the Scharph, and what other material is used.)
Scharph is about four feet long in Kelson there being but one Kelson.

Plating Outside.—From the Keel to the Bilge overlap at the edges, single rivetted, with 5 to 6 rivets of 3/4 inch diameter in each foot in length. The Butts of the Plates are flush. (Describe whether edges & butts are lapped or flush, & whether double or single rivetted.)
 From the Bilge to the Light Water Mark overlap at the Edges, single rivetted, with 5 to 6 rivets of 3/4 inch diameter in each foot in length. The Butts of the Plates are flush & single rivetted each side of joint.
 From the Light Water Mark to the Wales, overlap at the Edges, single rivetted, with 5 to 6 rivets of 3/4 inch diameter in each foot in length. The Butts of the Plates are flush & single rivetted each side of joint.
 The Wales are of Plate Iron overlap at the Edges, single rivetted with 5 to 6 rivets of 3/4 inch diameter in each foot in length. The Butts of the Plates are flush & rivetted as above.
 The Topsides are of Red Pine. The Sheer-strakes are of Shelf Plate & Gunwall Angle iron secured to the Plating of the Side with 3/8 screw bolts & nuts.
 The Plank-sheers are of Red Pine. (Describe either in words or by a sketch the mode of connexion.)
 The Waterways are of Dantzic Oak and secured to Plate Shelf & beams with 3/8 screw bolts & nuts.
 (Describe the mode of securing them to the Beams, &c.)
 The Decks are of Quebec Yellow Pine Secured to the Beams by 1/2 in Wood Screws from under side.
 State of the Decks Good & well seasoned.

Planking Inside.—Flat of Ceiling is composed of American elm Bilge Planks of elm same size as flat
 Ceiling from Bilge to Hold Beams of Dantzic Red Pine Between Decks of Dantzic Red Pine
 Shelf Pieces of Red Pine and secured to the Frame and Outside Plating by 3/8 screw bolts & nuts
 Clamps of Red Pine and secured to the Frame and Plating by 3/8 screw bolts & nuts

Fastenings.—To Hold Beams One Row in frame & two through angle iron & transoms in each end
 Deck Beams plate knee each end & shelf plating top Paddle Beams curved
 Number of Breasthooks 2 one of 13 X 1 1/2 & the other of Plate iron
 Pointers Red Pine Crutches Red Pine
 The quality or description of Iron used for Ribs is good Staffordshire
 Ditto ditto Plating is good
 General Quality of Workmanship is coarse (Describe in words or by sketches the different fastenings.)

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Name

Surveyor's Name

Thomas Alexander

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 .	
1	Fore Sails,	75	Chain	1 1/2	2	Bower, abt 10 cwt each
2	Fore Top Sails,	60	Iron Hamper Stream Cable	7/8	1	Stream, about 3 1/2 cwt
2	Fore Topmast Stay Sails,	85	Hawser	6	1	Kedge, about 2 do
1	Main Sails, & 1 Storm Tysail		Towlines	5 1/2		
1	Gaff	80	Warp	4 1/2		
1	Main Top Sails,	80	All of <u>Good</u> quality.			
and other to form a full suit						

Her Standing and Running Rigging is complete sufficient in size and Good in quality.

She has one New Long Boat and one New Jolly Boat

The present state of the Windlass is Good ~~Capstan~~ Good, and Rudder Good (new formed of wood)

General Remarks—Statement and Date of Repairs.

This vessel as originally constructed had a wooden paint streak outside of Iron plating fastened with screw bolts likewise a wooden shelf bolted in like manner on the top of this shelf the beams composed of 3 inch Angle iron double & were fastened with screw bolts. The temporary nature of this connection at the ends along with some of the beams having settled down rendering the deck uneven & unsightly led to the following alterations—Upper course of outside plating removed along with wood—Paint streak & shelf also beams of upper deck thereafter renewed the upper course of plating with 3/8 new material 15 New Deck beams of 6 inch Angle iron & the entire beams fastened at ends with plate knee, & shelf plate along the top side at ends rivetted to Gunwall Angle iron & to beams as shown in Annexed sketch entire new bulkhead structures & House timbers new Rudder Ceiled inside from base of ribs to Gunwall & 11 1/2 at Red Pine nailed to 2 1/2 pieces of Larch & fastened to framing New Decks Covering boards & waterways Rails Coamings of hatches &c &c renewed all wasted or defective rivets in Hull new work all caulked when requisite & finally cleaned & coated with Red Lead over all

In appearance this vessel is flush decked square sterned common bow with cutwater & scroll figurehead

I am of opinion this Vessel should be Classed A1

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,

Special£ 4 : 4 : 0

Certificate (if required)£ 5 : 0 : 0

Committee's Minute 8th May 1849

Character assigned Built of Iron

rec'd repairs

8.5.0

Thomas Alexander

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Foundation