

No. 1054 Survey held at Gorey Date 20th August 1861
 on the Burgee "Montrose" Master Alexander Baillie
 Old Tonnage Built at Jersey When built 1860-61 Launched 23rd July 1861
 New 3604 By whom built Thomas Le Roigetel & Co Owners Thomas Scuttle
 Port belonging to London Destined Voyage Jersey to London
 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.	In Ship.	Middle.	Ends.		Sided.	Middle.	Ends.	In Ship.		In Ship.	Required per Rule	In Ship.	Required per Rule
Scantlings of Timber.														
TIMBER AND SPACE	27	364	364	364	27	400	400	400	374	374	374	400	400	400
Floors	11 ³ / ₄	18 ³ / ₄	10	18 ³ / ₄	10	18 ³ / ₄	10	18 ³ / ₄	374	374	Limber Strakes	3 ³ / ₄	3 ³ / ₄	3 ³ / ₄
1 st Foothooks	10	10	9 ¹ / ₂	10	10	9 ¹ / ₂	10	9 ¹ / ₂	374	374	Bilge Planks	3 ³ / ₄	3 ³ / ₄	3 ³ / ₄
2 nd Ditto	9 ¹ / ₂	9 ¹ / ₂	8	9 ¹ / ₂	8	9 ¹ / ₂	8	9 ¹ / ₂	374	374	Ceiling in Flat	2 ³ / ₄	2 ³ / ₄	2 ³ / ₄
3 rd Ditto	8 ¹ / ₂	8 ¹ / ₂	6 ¹ / ₂	8 ¹ / ₂	8	6 ¹ / ₂	8	6 ¹ / ₂	374	374	Ditto Bilge to Clamp	2 ³ / ₄	2 ³ / ₄	2 ³ / ₄
Top Timbers	8 ¹ / ₂	6 ¹ / ₂	5 ³ / ₄	8 ¹ / ₂	6 ¹ / ₂	5 ³ / ₄	8 ¹ / ₂	6 ¹ / ₂	434	434	Hold Beam Clamps	14	3 ³ / ₄	3 ³ / ₄
Deck } N° 11 Average Space } 44	8 ¹ / ₂	8 ¹ / ₂	7 ¹ / ₂	8 ¹ / ₂	8 ¹ / ₂	7 ¹ / ₂	8 ¹ / ₂	7 ¹ / ₂	374	374	Deck Beam Ditto	2 ³ / ₄	2 ³ / ₄	2 ³ / ₄
Beams } N° 12 Average Space } 11 ¹ / ₂	12 ¹ / ₂	12 ¹ / ₂	10 ¹ / ₂	12 ¹ / ₂	12 ¹ / ₂	10 ¹ / ₂	12 ¹ / ₂	10 ¹ / ₂	374	374	Ceiling 'twixt Decks	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂
Hold Beams, length amidships	24 ¹ / ₂	24 ¹ / ₂	-	24 ¹ / ₂	-	-	-	-	12+10	10 ³ / ₄	Hold Beam Shelves	14 ¹ / ₂	14 ¹ / ₂	14 ¹ / ₂
Hold Beams, length amidships	24 ¹ / ₂	24 ¹ / ₂	-	25	-	-	-	-	12+11	8 ¹ / ₂	Deck Beam Ditto	12+11	8 ¹ / ₂	8 ¹ / ₂
Keel	12 ¹ / ₂	13 ¹ / ₂	-	13	13	-	-	-	-	-	-	-	-	-
Scarps of Ditto	5 ¹ / ₂	5 ¹ / ₂	-	5 ¹ / ₂	5 ¹ / ₂	-	-	-	-	-	-	-	-	-
Keelsons	15	16 ¹ / ₂	-	14	14	-	-	-	-	-	-	-	-	-
Scarps of Ditto	6 ¹ / ₂	6 ¹ / ₂	-	6 ¹ / ₂	6 ¹ / ₂	-	-	-	-	-	-	-	-	-

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

	Copper	Iron.	Inches	in Ship.	Required per Rule		Copper	Iron.	Inches	in Ship.	Required per Rule		Copper	Iron.	Inches	in Ship.	Required per Rule	Inches required per Rule
Heel-Knee, and Deadwood abaft	14 ¹ / ₂	13 ¹ / ₂	-	-	-	Transoms and throats of Hooks	14 ¹ / ₂	13 ¹ / ₂	-	-	-	Hold Beam Bolts in	Waterway	7 ¹ / ₂				
Scarps of Keel	N° 7	16 ¹ / ₂	15 ¹ / ₂	-	-	Arms of Hooks	18 ¹ / ₂	15 ¹ / ₂	-	-	-	Knees	7 ¹ / ₂					
Keelson Bolts through Keel at each Floor	17 ¹ / ₂	17 ¹ / ₂	-	-	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	13 ¹ / ₂	13 ¹ / ₂	-	-	-	Shelf or Clamp	7 ¹ / ₂						
Bolts through Heels of Timbers against Deadwood	7 ¹ / ₂	9 ¹ / ₂	-	-	Butt End Bolts	13 ¹ / ₂	13 ¹ / ₂	-	-	-	Waterway	15 ¹ / ₂						
					Pintles of the Rudder	3 ¹ / ₂	3 ¹ / ₂	-	-	-	Deck Beam Bolts in	Knees	15 ¹ / ₂					
									-	-	Shelf or Clamp	15 ¹ / ₂						
									-	-	Nails or Bolts in Flat of Deck	6 ¹ / ₂						
									-	-	Treenails	Inches	14 ¹ / ₂					

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 5¹/₂ Inches. The Space between the Top-Timbers is 3¹/₂ Inches.

The Floors consist of French Oak.

The First Foothooks of French Oak.

The Second Foothooks of French Oak.

The Third Foothooks and Top Timbers of French Oak.

The Shifts of the First and Second Foothooks are not less than 3 ft 10 ins N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 ft 10 ins upwards.

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

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 4¹/₂ of the entire moulding at that place.

The Frame is cross chocked with a Butt at each end of the chock.

The Main piece of Rudder is French Oak.

The Main Keelson is Pitch pine and free from all defects.

The Main piece of Windlass is French Oak.

The Stem, and Stern Post, consist of French Oak.

The Transoms, Aprons, Knight Heads, and

Hawse Timbers of French Oak. Deadwood, of French Oak, English Elm, and are free from all defects.

The Deck and Hold Beams consist of French Oak. The Breasthooks of French Oak. The Knees of Iron.

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Baltic Red pine.

From the above named Height to the Light Water Mark Pitch pine.

From the Light Water Mark to the Wales Pitch pine.

The Wales and Black-strakes are Pitch pine.

The Topsides Greenheart & Pitch pine.

The Sheer-strakes and Plank-shears Greenheart & Pitch pine.

The Water-ways Upper Deck Greenheart & French Oak.

The Decks Baltic Red pine.

State of Iron.

The Shifts of the Planking are not less than 5 Feet 10 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 Pitch pine.

The Ceiling, Lower Hold, and between Decks Pitch pine. Shelf Pieces and Clamps Greenheart & French Oak.

Fastenings.—To Hold Beams Paternoster, Shelf, Iron Lodging Boxes all fore and aft.

and eight pair of Head riders.

Deck Beams Paternoster, Shelf, Iron Lodging Boxes all fore and aft and two pair of Head riders.

Number of Breasthooks of French Oak. Gun Pointers one pair.

Crutches two of Iron.

Butts End Bolts are of Yellow Metal in the Bottom, and of Steel in each Butt End through and clenched.

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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	110 1 ³ / ₈	Bower,	1 18-3-32
	Fore Top Sails,	Hempen Stream Cable	60 3 ¹ / ₄	Stream,	1 16-2-16
	Fore Topmast Stay Sails,	Hawser	80 6		1 14-3-7
	Main Sails,	Towlines	90 8		1 5-3-26
	Main Top Sails,	Warp	80 4 ¹ / ₂	Kedge,	1 4-2-16
and other spare sails	All of <u>good</u> quality.				1 3-0-5

Her Standing and Running Rigging ~~including rigging wire~~ sufficient in size and good in quality.

She has 20 ft Long Boat and and two other boats of 21 ft & 19 ft.

The present state of the Windlass is Poor Capstan Doubled with Rudder Good Pumps 2 of Iron
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>29th October 1860.</u>
	2nd. When the Beams are put in, &c.	<u>1st April 1861</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>17th July</u>

Built under Special survey, the materials used are of good quality, of the sizes and description herein stated, and the workmanship is good; all external fastenings are Yellow Metal, including the heads of the cast timbers, to the exclusion of Iron except the flat of the deck which is fastened with galvanized Iron nails.

Pieces have been cut out from the bottom to test the condition of the caulking which proved good.

If the outfit as above shown is not found sufficient, it will be completed in London. The testing certificate of the proof strain of the chain cables are herewith enclosed.

*20 ft mds
20 ft mds*

Present condition of Caulking of Bottom, new & good Deck, no and Waterways no

If Sheathed, Doubled, Felted, or Coppered Yellow Metal up to the board line when last done July 1861

I am of opinion this Vessel should be Classed 10 A 1 if outfit is sufficient

The Amount of the Fee.....£ 14 : - : - is received by me,

Special £ 18 : 4 : -

for Caulking £ 2 : 4 : -

Certificate £ - : - : -

Cash box 3 : - : -

Committee's Minute 27th August 1861

Character assigned A for 10 Years

B. W. L. Gads.

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