

No. 634 Survey held at Liverpool Date 7 April 1835
on the Schooner Highland Lad Master Thos Bates Jun
Tonnage 113 Built at Garmouth When built 1830
By whom built Pellades & Co Owners J & H Thompson
Port belonging to Liverpool Destined Voyage Liverpool to Madras
If Surveyed Afloat or in Dry Dock Surveyed afloat

Length aloft.....18^{Feet.}8^{Inches.} Extreme Breadth19^{Feet.}5^{Inches.} Depth of Hold12^{Feet.}^{Inches.}

Scantlings of Timber.

	Inches	Inches	Inches
Timber and Space..... each	<u>23</u> ¹ / ₂		
Floors..... sided	<u>10</u>	Moulded	<u>10</u>
1 st Foothooks..... "	"	"	"
2 nd Ditto..... "	"	"	"
3 rd Ditto..... "	"	"	"
Top Timbers..... "	"	"	"
Deck Beams..... "	<u>9</u>	"	<u>8</u> ¹ / ₂ <u>6</u>
Hold Beams..... "	<u>7</u>	"	<u>7</u> ¹ / ₂ <u>5</u>
Keel..... "	"	"	"
Kelsons..... "	<u>10</u>	"	<u>13</u> ¹ / ₂

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	<u>2</u> ³ / ₈
Bilge Planks.....		Bilge Planks.....	<u>4</u>
Bilge to Wales.....		Ceiling in Flat.....	<u>2</u> ³ / ₈
Wales.....	<u>4</u>	Ditto Bilge to Clamp.....	<u>2</u>
Topsides.....	<u>2</u>	Hold Beam Clamps.....	<u>2</u> ³ / ₄
Sheer Strakes.....	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>2</u>	Ceiling 'twixt Decks.....	<u>2</u> ¹ / ₄
Water-ways.....	<u>7</u>	Hold Beam Shelves.....	<u>none</u>
Upper Deck.....	<u>3</u>	Deck Beam ditto.....	<u>none</u>

Bottom planks Iron nails all put

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....		Bolts thro' the Bilge and Foot Waling.....	<u>1</u> ¹ / ₈	Hold Beam.....	
Scarpsh of Keel..... N°.		Butt End Bolts <u>none through</u>		Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....			
Kelson ditto.....					
Transoms and throats of Hooks.....					
Arms of Hooks.....				same in Iron above the Copper.....	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is _____ Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of _____ and are _____ free from all defects. as far as can be seen.

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of English Oak.

Her Shifts of the first and second Foothooks are not less than _____ N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are _____

The Frame is _____ squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is up timbers are well squared

The alternate Frames are _____ bolted together.

The Butts of the Timbers are _____ close together; their thickness not less than _____ of the entire moulding at that place.

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

✓ The Main Kelson is composed of Danby Oak and the False Kelson of Danby Oak

The Scarpsh of the Kelsons are not less than _____ feet _____ inches.

The Deck and Hold Beams are composed of English Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of _____

From the first Foothook Heads to the Light Water Mark of _____

From the Light Water Mark to the Wales of _____

The Wales and Black-strakes are of English Oak

The Topsides of English Oak

The Sheer-strakes of English Oak

The Gunwales of English Oak

Water-ways of English Oak

The Shifts of the Planking are not less than 5 1/2 between _____ N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of English Oak the Stringers of none

The Bilge Planks of Danby & English Oak and the remainder of the Ceiling of English Oak

Fastenings.—To Hold Beams Double Iron bolging knees to 4 Hold beams

Deck Beams double wood bolging knees & 8 pair of 1 1/2" under deck.

Number of Breasthooks cannot see Pointers none Crutches none

Butts End Bolts are of sa none in the Bottom, and none Bolt in each Butt End through and clenched.

Bilge and Footwaling copper bolted through and clenched.

General Quality of Workmanship Good

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

Builder's Name _____

Surveyor's Name _____



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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	180	Chain	15/16 7/8	2	Bower,
2	Fore Top Sails,	80	Hempen Stream Cable	5 1/2	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser	4	1	Kedge,
2	Main Sails,	80	Towlines	3 1/2		All of proper weight. <i>Yes.</i>
	Main Top Sails,		Warp			
	and <i>well found in other</i>		All of <i>good</i> quality.			
	<i>sails</i>					

Her Standing and Running Rigging is in good sufficient in size and in quantity in quality.

She has Chimney Long Boat and Solly Boat

The present state of the Windlass is good Capstan none and Rudder good

General Remarks—Statement and Date of Repairs.

*A well built Vessel good Materials well furnished
in good order — fit to carry dry and general
Cargoes with perfect safety*

If Sheathed, Doubled, or Felted, Sheathed with copper on paper
and Date when last done October 1834

And in my of opinion this Vessel should be Classed 10 A

The Amount of the Fee.....£ : 10 : 6 is received by me, Robert Hammett

Committee Minute 14 April 1835

Character assigned A 1 for 9 Years



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