

No. 1894 Survey held at Glasgow Dock Date September 3rd 1863 to 9th September 1864
on the Schooner Englishman Master Gornall
Tonnage Old New 143 26/100 Built at Glasgow Dock When built 1864 Launched 15 Sept 1864
By whom built M. Simpson Owners Carter & Co
Part belonging to Blackwood Destined Voyage Coasting
Surveyed while Building, Afloat, or in Dry Dock On the Building Slip

Length aloft			Extreme Breadth Outside			Depth of Hold		
94			22			11 2/10		
Feet.			Feet.			Feet.		
Inches.			Inches.			Inches.		
Sided.			Sided.			Sided.		
Middle.			Middle.			Middle.		
Ends.			Ends.			Ends.		
REQUIRED PER RULE.			REQUIRED PER RULE.			REQUIRED PER RULE.		
Moulded.			Moulded.			Moulded.		
Outside.			Outside.			Inside.		
In Ship.			In Ship.			In Ship.		
Thickness of Plank.			Thickness of Plank.			Thickness of Plank.		
Inches.			Inches.			Inches.		
Required per Rule.			Required per Rule.			Required per Rule.		
Timber and Space			Timber and Space			Timber and Space		
Floors	8 8 1/2	12 9	7 1/2 8 1/2	1 1/2 1 1/2	1 1/2	Garboard Strakes	2 3/4	2 1/4
1 st Foothooks	7 1/2 8 1/2	8 8	1 1/2 1 1/2	6 1/2 6 1/2	1 1/2	Garboard to Bilge	2 3/4	2 1/4
2 nd Ditto	6 1/2 7 1/2	8 8	1 1/2 1 1/2	6 1/2 6 1/2	1 1/2	Bilge Planks	5 1/2	2 1/4
3 rd Ditto	6 1/2 7 1/2	8 8	1 1/2 1 1/2	6 1/2 6 1/2	1 1/2	Bilge to Wales	2 3/4	2 1/4
Top Timbers	6 1/2 7 1/2	8 8	1 1/2 1 1/2	6 1/2 6 1/2	1 1/2	Wales	4 1/2	3 1/2
Deck Beams	9 8 1/2	5 5 1/2	5 1/2 5 1/2	4 1/2 4 1/2	4 1/2	Topsides	3 1/2	2 1/2
Deck Beams, length amidships	21 feet 6	"	"	"	"	Sheer Strakes	3 1/2	2 1/2
Hold Beams	10 1/2 10 1/2	8 8	10 1/2 10 1/2	8 3/4 8 3/4	8 3/4	Plank Sheers	3	2 1/4
Hold Beams, length amidships	21 feet 6	"	"	"	"	Waterways	8 1/2	4 1/2
Keel	10 1/2 13	13	9 9	9 9	9	Upper Deck	8 1/2	4 1/2
Scarp of Ditto	8 feet	4 feet 8	4 feet 8	4 feet 8	4 feet 8	Lower Deck	none	"
Keelsons	13 13	"	10 10	10 10	10	Ditto, facing surface against Timbers	1	"
Scarp of Ditto	8 feet	4 feet 8	4 feet 8	4 feet 8	4 feet 8	Upper Deck	2 3/4	2 1/2

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.			Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.			Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.		
Copper or Iron.			Copper or Iron.			Copper or Iron.		
Inches in Ship.			Inches in Ship.			Inches in Ship.		
Inches required per Rule.			Inches required per Rule.			Inches required per Rule.		
Heel-Knee, and Deadwood abaft			Transoms and throats of Hooks			Waterway		
1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	Hold Beam Bolts in	Knees	3 1/2 1/8 9 1/2
Scarp of Keel	9	7 8 1/2	Arms of Hooks	7 8 1/2	7 8 1/2	Shelf or Clamp	Waterway	3 1/2 1/8 13 1/2
Keelson Bolts through Keel at each Floor	1 1/4	1 1/4	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	3 1/4	3 1/4	Deck Beam Bolts in	Knees	3 1/2 1/8 13 1/2
Bolts through Heels of Timbers against Deadwood	7 8	7 8	Butt End Bolts	1 1/2	1 1/2	Nails or Bolts in Flat of Deck	Treenails	1 1/4 1
			Pintles of the Rudder	2 1/2	2 1/2			

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

The Floors consist of English Oak The First Foothooks of English Oak

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 3 ft 6 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 5 ft 6 in

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

frame is well squared and 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 all close together; their thickness not less than 3 of the entire moulding at that place.

The Frame is part cross chocked with a Butt at each end of the chock. and the The Main piece of Rudder is English Oak

The Main Keelson is Tamarac and free from all defects. The Main piece of Windlass is English Oak

The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and

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

The Deck and Hold Beams consist of English Oak, Tamarac The Breasthooks of English Oak The Knees of English Oak and Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Rock Elm

From the above named Height to the Light Water Mark Tamarac and Red pine

From the Light Water Mark to the Wales Tamarac and Red pine

The Wales and Black-strakes are Tamarac The Topsides Tamarac

The Sheer-strakes and Plank-sheers English Oak & Tamarac The Waterways { Upper Deck Red pine, English Oak

The Decks Yellow pine Lower Deck Iron

The Shifts of the Planking are not less than 7 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 3 Strakes between, and without step-butt

Planking Inside.—The Limber-strakes and Bilge-strakes are African Oak & Tamarac

The Ceiling, Lower Hold, and between Decks Red pine & Tamarac Shelf Pieces and Clamps English Oak

Fastenings.—To Hold Beams Double iron lagging pins and iron hanging knees

Deck Beams Double wood and iron lagging knees 11 Pairs of iron hanging knees

and 5 Pairs of Iron Riders all well fastened

Number of Breasthooks Four Pointers none Crutches one & 2 Hooks off

Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched, one short bolt

Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of English Oak How Made Double

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship very good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature Matthew Simpson Surveyor's Signature W. H. H. H.

Lloyd's Register Foundation

LIV 584-0348

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

23

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

No.		Fathoms.	Inches.	No.	Weight.
4	Fore Sails,	180	5/16	2	8-1-20
2	Fore Top Sails,	80	8	2	8-1-12
1	Fore Topmast Stay Sails,	90	6 1/2	1	8-0-0
2	Main Sails,	"	"		
1	Top Sails,	90	5	1	1-8-1
1	Square sail				
1	top galleon sail				
	All of <u>good</u> quality.				

Her Standing and Running Rigging is well fitted & sufficient in size and good in quality.

She has one Long Boat and

The present state of the Windlass is good Capstan winch Rudder and Pumps 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

2nd. When the Beams are put in, &c. Frequently surveyed while building

3rd. { When completed, and before the }
 { plank be painted or payed }

Materials and workmanship good and the vessel is well fastened in all respects. The Shearstrakes, clamps, bolcs and belys are better vertically everywhere. Has 90 fathoms 15/16 chain Proved to 15 tons & cut 2 gals. 1977
" 90 do 1 inch do Proved to 18 tons 976
one anchor including shank ^{cut 24 lbs} 8-1-20 Proved to 9 tons 5 cut 1/2
one do do do 8-1-12 Proved to 9 tons 4 cut 1/2

Please see sails, warps, and kedge anchors above.

Caulking has been examined by having pieces cut out of the plank and found good WPK

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done

I am of opinion this Vessel should be Classed A I

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

Special£ 4 : 3 : -

Certificate£

Committee's Minute Sept 23rd 1874

Character assigned A 1 for 8 Years
(A + C. P.) RC



© 2020

Lloyd's Register Foundation