

No. 1920 Survey held at Surrey Date 16 October 18 35 1920  
on the Brig Ruby Master Craige  
Tonnage 126 Built at Aburdeen When built 1829  
By whom built \_\_\_\_\_ Owners Brown & Co  
Port belonging to Dundee Destined Voyage Leith

If Surveyed Afloat or in Dry Dock Afloat  
See Leith Survey No 19 & Dundee No 126 Clased 7 181

Length aloft.....	Feet.   Inches.	Extreme Breadth .....	Feet.   Inches.	Depth of Hold .....	Feet.   Inches.
<b>Scantlings of Timber.</b>					
Timber and Space.....	each	Inches.	Inches. Middle.	Inches. Ends.	
Floors.....	sided	Moulded			
1 <sup>st</sup> Foothooks.....					
2 <sup>nd</sup> Ditto.....					
3 <sup>rd</sup> Ditto.....					
Top Timbers .....		6 1/2		6	
Deck Beams .....		9		9	
Hold Beams .....		9		10	
Keel .....		9 1/2		11	
Kelsons .....					
<b>Thickness of Plank.</b>					
<b>Outside.</b>			Inches.	<b>Inside.</b>	
Keel to Bilge .....				Foot Waling .....	
Bilge Planks .....				Bilge Planks .....	3 1/2
Bilge to Wales .....				Ceiling in Flat .....	
Wales .....				Ditto Bilge to Clamp .....	2 1/2
Topsides .....				Hold Beam Clamps .....	2 1/2
Sheer Strakes .....	2 1/2			Deck Beam Ditto.....	2 1/2
Plank Sheers.....	2 1/2			Ceiling 'twixt Decks .....	2
Water-ways .....	4			Hold Beam Shells .....	
Upper Deck .....	2 1/2			Deck Beam ditto .....	3

<b>Size of Bolts in Fastenings.</b>			
<del>Copper.</del> <u>Iron</u>	Inches.	<del>Copper.</del> <u>Iron</u>	Inches.
Heel-Knee, and Dead Wood abaft .....		Bolts thro' the Bilge and Foot Waling.....	
Scarphs of Keel.....N <sup>o</sup> .		Butt End Bolts .....	
Floor Timber Bolts.....		Lower Pintle of the Rudder .....	
Kelson ditto.....			
Transoms and throats of Hooks .....			
Arms of Hooks .....			
			Hold Beam.....
			Deck Beam .....
			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 \_\_\_\_\_ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of \_\_\_\_\_ and are \_\_\_\_\_ free from all defects.

Her Floors and first Foothooks are composed of \_\_\_\_\_ Timber.  
Her other Foothooks and Top Timbers of from the top timbers seen English & foreign oak mixed  
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 square squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_

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 \_\_\_\_\_ choaked with \_\_\_\_\_ Butt at each end of the chock.  
The Main Kelson is composed of Foreign oak and the False Kelson of the same  
The Scarphs of the Kelsons are not less than 4 feet 6 inches.  
The Deck and Hold Beams are composed of Foreign Oak

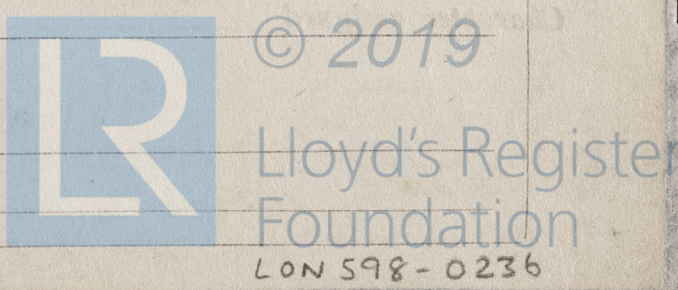
**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of \_\_\_\_\_  
From the first Foothook Heads to the Light Water Mark of \_\_\_\_\_  
From the Light Water Mark to the Wales of \_\_\_\_\_  
The Wales and Black-strakes are of Foreign Oak  
The Topsides of do do  
The Sheer-strakes of do do  
The Gunwales of Foreign Oak Water-ways of Foreign Oak  
The Shifts of the Planking are not less than 4 Feet 12 Inches. 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 Foreign Oak the Stringers of the same  
The Bilge Planks of Foreign Oak and the remainder of the Ceiling of the same

**Fastenings.**—To Hold Beams 2 Woodbolting Nails  
Deck Beams 2 do do do 4 Iron hanging Nails alternate  
Number of Breasthooks 3 State 2 new Pointers \_\_\_\_\_ Crutches \_\_\_\_\_  
Butts End Bolts are of Iron in the Bottom, and 1 Bolt in each Butt End through and clenched.  
Bilge and Footwaling 1 bolted through and clenched.  
General Quality of Workmanship fair

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

Builder's Name \_\_\_\_\_  
Surveyor's Name J. W. Murray





1920 ton

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		inches.	N <sup>o</sup> .	
2	Fore Sails,	170	Chain .....		2	Bower,
2	Fore Top Sails,	80	Hempen Stream Cable.....	5	1	Stream,
2	Fore Topmast Stay Sails,	8	Hawser .....	4 1/2	1	Kedge,
1	Main Sails,	90	Towlines .....	3		All of proper weight.
2	Main Top Sails,		Warp .....			
and <u>Small sails</u>			All of <u>good</u> quality.			

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

She has one Long Boat and one lolly

The present state of the Windlass is good Capstan \_\_\_\_\_ and Rudder good

**General Remarks—Statement and Date of Repairs.**

A small part only of the frame could be seen  
the timbers seen at the air openings appear  
to be English & foreign mixed the beams  
and keelson are foreign the Planking mostly  
foreign new upperworks shear strokes & plank  
sheers in 1835 is now in an efficient state  
of repair fairly found in stores  
*Sturges*

If Sheathed, Doubled, or Felted, \_\_\_\_\_  
and Date when last done \_\_\_\_\_

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

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

Committee Minute 6 November 1835

Character assigned Continue the Class of  
*Sturges*

Wright - Wright's wharf  
near the St Katherine's docks

