

No.

238

on the

Survey held at

London

Date

26<sup>th</sup> Nov 1835

1992

Master

J Cook

Tonnage

139

Built at

Dundee

When built

1825 August 5<sup>th</sup> 1835

By whom built

A Paton

Owners

W Nichol &amp; Sons

Port belonging to

Dundee

Destined Voyage

Dundee

If Surveyed Afloat or in Dry Dock

Afloat

Length aloft..... Feet. Inches. Extreme Breadth ..... Feet. Inches. Depth of Hold ..... Feet. Inches.

## Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space.....	each 22		
Floors.....	sided 10	Moulded	
1 <sup>st</sup> Foothooks.....	" 9	"	
2 <sup>nd</sup> Ditto.....	"	"	
3 <sup>rd</sup> Ditto.....	"	"	
Top Timbers.....	" 4	" 5	
Deck Beams.....	" 9 1/2	" 10	
Hold Beams.....	" 10 1/2	" 10	
Keel.....	"	"	
Kelsons.....	" 9 1/2	" 12	3 1/2

## Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	
Bilge Planks.....		Bilge Planks.....	2 3/2
Bilge to Wales.....		Ceiling in Flat.....	2 1/2
Wales.....		Ditto Bilge to Clamp.....	2 1/2
Topsides.....		Hold Beam Clamps.....	3
Sheer Strakes.....	3	Deck Beam Ditto.....	3 1/2
Plank Sheers.....	2 1/2	Ceiling 'twixt Decks.....	2
Water-ways.....	4	Hold Beam Shelves.....	
Upper Deck.....	3	Deck Beam ditto.....	

## Size of Bolts in Fastenings.

## Copper.

## Copper.

## Iron.

Inches	Inches	Inches
Heel-Knee, and Dead Wood abaft.....		
Scarphs of Keel.....		
Floor Timber Bolts.....		
Kelson ditto.....		
Transoms and throats of Hooks.....		
Arms of Hooks.....		
Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....
Butt End Bolts.....		Deck Beam.....
Lower Pintle of the Rudder.....		
		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 English oak and are \_\_\_\_\_ free from all defects.

Her Floors and first Foothooks are composed of English oak Timber. } as far as can

Her other Foothooks and Top Timbers of do } be used in

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 fairly 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 \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock.

The Main Kelson is composed of English oak and the False Kelson of do

The Scarphs of the Kelsons are not less than 4 feet 0 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 \_\_\_\_\_

The Topsides of \_\_\_\_\_

The Sheer-strakes of \_\_\_\_\_

The Gunwales of English oak

Water-ways of the same

The Shifts of the Planking are not less than 5 Feet 0 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought 2 & 3 between.

**Planking Inside.**—The Clamps are composed of Foreign oak the Stringers of \_\_\_\_\_

The Bilge Planks of English oak and the remainder of the Ceiling of the same

**Fastenings.**—To Hold Beams 2 Iron lagging Nails

Deck Beams 2 Iron lagging Nails

Number of Breasthooks 4 — stitch

Pointers none

Crutches none

Butts End Bolts are of Walden offshoot in the Bottom, and 1 Bolt in each Butt End through and clenched.

Bilge and Footwaling not bolted through and clenched.

General Quality of Workmanship Has been 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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Lloyd's Register Foundation



1992 *Lon*

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> .	
<i>2</i>	Fore Sails,	<i>150</i>	Chain .....		<i>2</i>	Bower,
<i>1</i>	Fore Top Sails,	<i>90</i>	Hempen Stream Cable.....	<i>7-1</i>	<i>1</i>	Stream,
<i>2</i>	Fore Topmast Stay Sails,	<i>100</i>	Hawser .....	<i>6</i>	<i>1</i>	Kedge,
<i>1</i>	Main Sails,	<i>100</i>	Towlines .....	<i>4 1/2</i>		All of proper weight.
<i>2</i>	Main Top Sails,		Warp .....			
and			All of <i>good</i> quality.			

Her Standing and Running Rigging is \_\_\_\_\_ sufficient in size and *good* in quality *Nov 1832*

She has *One* Long Boat and *one other*

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

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

*This is a well built vessel, Timbering when seen is of good quality & fairly square, planking is also good, no bolts through buttocks & fillets, the bolts of the Hold beams ~~are~~ knees are sound of them loose, will be renovated, when she will be in an efficient state,*

*Repairs*

*1832 Mostly new keel & sides*  
*1834- Port new deck*

If Sheathed, Doubled, or Felted, \_\_\_\_\_

and Date when last done \_\_\_\_\_

And *James* of opinion this Vessel should be Classed *A.1*—*Prothman*

The Amount of the Fee.....£ : *10 : 1* is received by me, *W.H.*

Committee Minute *1 December 1835*

Character assigned *A.1* when the bolts of the Hold Beams *are renewed*

*See Survey Dundee No 182*  
*Coincides with 5 April 1836*  
*Closed R.1 W.H.*



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