

No. 3703 Survey held at LondonDate Oct 7th March 1834on the Schooner KelpieMaster BuchanTonnage 110 ton150 G. on 170 tonBuilt at Paris American

When built

By whom built

Owners

Schneider & CoPort belonging to London

Destined Voyage

Cape HornIf Surveyed Afloat or in Dry Dock Prep^d by Fletcher & Co Dry Dock*Tonnage received from M^r PowlesLength aloft. 4 Feet 1 inches. Extreme Breadth 4 Feet 1 inches. Depth of Hold 4 Feet 1 inches.

Scantlings of Timber.

Timber and Space.	each	Feet	inches	Feet	inches	Feet	inches
Floors.	<u>5 1/2</u> sided	<u>6</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>
1 st Foothooks.	<u>5 1/2</u>	<u>5</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>
2 nd Ditto.	<u>5 1/2</u>	<u>5</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>
3 rd Ditto.	<u>5 1/2</u>	<u>5</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>
Top Timbers.	<u>5</u>	<u>5</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>
Deck Beams.	<u>9</u>	<u>9</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>
Hold Beams.	<u>9</u>	<u>9</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>
Keel.	<u>10</u>	<u>10</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>
Kelsons.	<u>10</u>	<u>10</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>

Thickness of Plank.

Outside.	Feet	inches	Inside.	Feet	inches
Keel to Bilge.	<u>2</u>	<u>11</u>	Foot Waling.	<u>2</u>	<u>11</u>
Bilge Planks.	<u>2</u>	<u>11</u>	Bilge Planks.	<u>2</u>	<u>11</u>
Bilge to Wales.	<u>2</u>	<u>11</u>	Ceiling in Flat.	<u>2</u>	<u>11</u>
3 Wales.	<u>2</u>	<u>11</u>	Ditto Bilge to Clamp.	<u>2</u>	<u>11</u>
Topsides.	<u>2</u>	<u>11</u>	Hold Beam Clamps.	<u>2</u>	<u>11</u>
Sheer Strakes.	<u>2</u>	<u>11</u>	Deck Beam Ditto.	<u>2</u>	<u>11</u>
Plank Sheers.	<u>2</u>	<u>11</u>	Ceiling 'twixt Decks.	<u>2</u>	<u>11</u>
Water-ways.	<u>2</u>	<u>11</u>	Hold Beam Shelves.	<u>2</u>	<u>11</u>
Upper Deck.	<u>2</u>	<u>11</u>	Deck Beam ditto.	<u>2</u>	<u>11</u>

Size of Bolts in Fastenings.

Copper.

Copper.

Iron.

Heel-Knee, and Dead Wood abaft.	<u>1/2</u>	Bolts thro' the Bilge and Foot Waling.	<u>1/2</u>	Hold Beam.	<u>1/2</u>
Scarp of Keel.	<u>1/2</u>	Butt End Bolts.	<u>1/2</u>	Deck Beam.	<u>1/2</u>
Floor Timber Bolts.	<u>1/2</u>	Lower Pintle of the Rudder.	<u>1/2</u>		
Kelson ditto.	<u>1/2</u>				
Transoms and throats of Hooks.	<u>1/2</u>				
Arms of Hooks.	<u>1/2</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 5 1/2 Inches. The Space between the Top-timbers is 6 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Cash and are free from all defects.

Her Floors and first Foothooks are composed of Cash Timber.

Her other Foothooks and Top Timbers of Cash

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 1 squared from the first Foothook Heads upwards, and 1 free from sap, and from thence downwards, the frame is the same

The alternate Frames are all Frames bolted together.

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

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

The Main Kelson is composed of Cash and the False Kelson of Cash

The Scarplis of the Kelsons are not less than all Frames feet inches.

The Deck and Hold Beams are composed of Pitch Pine

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

The Shifts of the Planking are not less than 4 1/2 Feet 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 Cash and the remainder of the Ceiling of Cash & Pitch Pine

The Bilge Planks of

Fastenings.—To Hold Beams

Deck Beams 2 good Lodging & Iron Hanging Buns

Number of Breasthooks 3 Pointers 1 Crutches 1

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling one 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

George Bayley

Her Masts, Yards, &c. are in

condition, and sufficient in size and length.

3703 ton
overhauling

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .	Fathoms.	inches.	N ^o .
2	200 Chain	2	Bower,
2	80 Hempen Stream Cable	1	Stream,
2	120 Hawser	1	Kedge,
2	120 Towlines		All of proper weight.
	Warp		
	All of new quality.		

and twelve fathoms in the sails

Her Standing and Running Rigging is Keelp sufficient in size and New Hemp in quality.

She has One Long Boat and One Solly Boat

The present state of the Windlass is in repair Capstan in repair and Rudder good (refitted)

General Remarks—Statement and Date of Repairs.

At the present time shipped caulked throughout an additional Beam and 4 pairs of Iron Hanging knees for in at my suggestion — a Roundhouse built abaft and well secured to the Maintrunk — several planks in the Ceiling shifted — Timber good (Bale)

She has every appearance of not being more than two or three years old — but am not able to ascertain the date or place of build —

This vessel has received a thorough overhaul, and is perfectly sound in all parts to which access could be had — she is in my opinion fit for the conveyance of my respectable cargo to from all parts of the world.

If Sheathed, Doubled, or Felted, Coppered on double Paper to the keel
and Date when last done Oct 1837

And I am of opinion this Vessel should be Classed

The Amount of the Fee.....£ 1 : 1 : — is received by me, that

George Barclay

Committee Minute

March 1837

Character assigned

A1 Anterior

Sum paid for Repairs £ 2.2

Lloyd's Register
Foundation