

6230

No. \_\_\_\_\_ Survey held at London Date March 31 1840  
 on the SS Nancy Master Rt Laurie  
 Tonnage 93 Built at Perth When built 1830  
 By whom built J Brown Owners R Laurie  
 Port belonging to Amstruther Destined Voyage \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock Afloat

*[Handwritten signature]*

Length aloft	Feet. <u>50</u> <sup><u>0</u></sup> / <sub><u>0</u></sub>	Extreme Breadth	Feet. <u>16</u> <sup><u>9</u></sup> / <sub><u>0</u></sub>	Depth of Hold	Feet. <u>10</u> <sup><u>0</u></sup> / <sub><u>0</u></sub>
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Timber and Space	each <u>10 1/2</u>	Inches. Middle <u>10</u> Ends <u>10</u>	<b>Outside.</b>	Inches.	<b>Inside.</b>
Floors	sided <u>2</u>	Moulded	Keel to Bilge		Foot Waling
1 <sup>st</sup> Foothooks	" <u>9</u>	"	Bilge Planks		Bilge Planks
2 <sup>nd</sup> Ditto	"	"	Bilge to Wales		Ceiling in Flat
3 <sup>rd</sup> Ditto	"	"	Wales		Ditto Bilge to Clamp
Top Timbers	" <u>7</u>	" <u>5</u>	Topsides		Hold Beam Clamps
Deck Beams N <sup>o</sup> . of	" <u>0 1/2</u>	" <u>0 1/2</u>	Sheer Strakes	<u>0</u>	Deck Beam Ditto
Hold Beams N <sup>o</sup> . of	"	"	Plank Sheers	<u>2 1/2</u>	Ceiling 'twixt Decks
Keel	"	"	Water-Ways	<u>3</u>	Hold Beam Shelves
Kelsons	" <u>11</u>	" <u>14</u>	Upper Deck	<u>2</u>	Deck Beam Ditto
<b>Copper.</b>			<b>Size of Bolts in Fastenings.</b>		
Heel-Knee, and Dead Wood abaft	Inches.		<b>Copper.</b>	Inches.	<b>Iron.</b>
Scarphs of Keel N <sup>o</sup> .			Bolts thro' the Bilge and Foot Waling		Hold Beam
Floor Timber Bolts			Butt End Bolts		Deck Beam
Kelson ditto			Lower Pintle of the Rudder		
Transoms and throats of Hooks					same in Iron above the Copper
Arms of Hooks					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects. The Floors and first Foothooks are composed of Elm & Birch Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N. B. When less than prescribed by the Rule, 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. N. B. If not, state how bolted. 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 American Elm and the False Kelson of American Elm. The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches. in one piece. The Deck and Hold Beams are composed of English Oak.

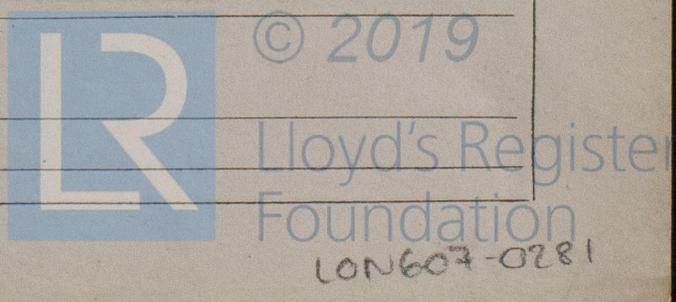
**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of American Elm. From the first Foothook Heads to the Light Water Mark of Red Pine. From the Light Water Mark to the Wales of ditto. The Wales and Black-strakes are of Foreign Oak. The Topsides of Foreign Oak. The Sheer-strakes and Plank-sheers of ditto. The Water-ways of ditto. The Decks of Danzyic Red Pine State of Good. The Shifts of the Planking are not less than 3 Feet 6 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 Two & three between \_\_\_\_\_

**Planking Inside.**—The Limber-strakes are composed of Foreign Oak the Bilge Planks of Foreign Oak. The Ceiling, Lower Hold, of Red Pine Between Decks of \_\_\_\_\_ Shelf Pieces of \_\_\_\_\_ Clamps of Red Pine

**Fastenings.**—To Hold Beams one beam below the Cabin & Forecastle with two bedding knees Deck Beams Double bedding Oak knees Number of Breasthooks Three Pointers \_\_\_\_\_ Crutches \_\_\_\_\_ Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling Iron & 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 W. D. [Signature]



6230 *Lon*

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
No.	Fathoms.		Inches.	No.	
		Chain .....	7/8	2	Bower,
Fore Sails,	160	Hempen Stream Cable .....	6	1	Stream,
Fore Top Sails,	90	Hawser .....	4 1/2	1	Kedge,
Fore Topmast Stay Sails,	90	Towlines .....	3 1/2		
Main Sails,	90	Warp .....	3		
Main Top Sails,	90	All of <u>good</u> quality.			

Her Standing and Running Rigging part new sufficient in size and good in quality.

She has One Long Boat and \_\_\_\_\_

The present state of the Windlass is good Capstan new and Rudder good

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

*In February last in consequence of a Steam defect running on board her at Sea, had on the Starboard side new Plank Sheer, part new Deck forward, all new stanchions, Cathead, caulked and new Foremast, Bowsprit & Treening*

*This vessel is altogether in a very efficient state, Materials good of the description & well fastened*

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

I am of opinion this Vessel should be Classed 5 Years A 1 *W. J. [Signature]*

The Amount of the Fee.....£ 1 : 1 : " is received by me, *[Signature]*  
Special .....£ : :

Committee's Minute 7 June 18 110

Character assigned A 1 for 5 Years *[Signature]*