

No. ✓ Survey held at London Date 14<sup>th</sup> Sept till 16 Nov 17884 1852  
on the Ship "Forres" Master Thos Nixon  
Tonnage Old 293 Built at Moulmeir When built 1851  
By whom built Thos Gladstone Owners Duncan Dunbar  
Port belonging to London Destined Voyage \_\_\_\_\_  
If Surveyed while Building, Afloat, or in Dry Dock in Shrocks Dock & afloat

Length aloft 95 <sup>Feet. Inches.</sup> Extreme Breadth 26 <sup>Feet. Inches.</sup> Depth of Hold 14 <sup>Feet. Inches.</sup>

Scantlings of Timber.				Thickness of Plank.			
Room and Space				Outside.			
Floors.....	sided	9	Moulded 12	Keel to Bilge .....	3	Limber Strakes .....	3½
1 <sup>st</sup> Foothooks.....	8½	9	" 9	Bilge Planks.....	4	Bilge Planks .....	3½
2 <sup>nd</sup> Ditto.....	"	8	" "	Bilge to Wales.....	3	Ceiling in Flat .....	2
3 <sup>rd</sup> Ditto.....	"	7	" 8	Wales.....	4½	Ditto Bilge to Clamp.....	2½
Top Timbers .....	"	7	" 6	Short Hoods .....	3	Hold Beam Clamps.....	8x12
Deck Beams N <sup>o</sup> 20 Average Space } .....	"	9	" 8½	Topsides.....	3	Deck Beam Ditto.....	3½
Hold Beams N <sup>o</sup> 12 Average Space } .....	"	9	" 8¾	Sheer Strakes.....	3½	Ceiling 'twixt Decks .....	2
Keel .....	"	11½	" 12	Plank Sheers.....	3	Hold Beam Shelves .....	8x12
Keelsons .....	"	11½	" 12	Water-Ways.....	4x12	Deck Beam Ditto.....	8x10
Scarphs of Ditto .....	6 feet	"	"	Upper Deck .....	3		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

Copper Inches.		Iron Inches.		Copper Inches.		Iron Inches.	
Heel-Knee, and Deadwood abaft	1½	Transoms and throats of Hooks ..	all	Lower Pintle of the Rudder	Copper 2½		
Scarphs of Keel.....N <sup>o</sup> .	all	Arms of Hooks .....	all	Hold Beam .....	—	7/8	
Floor Timber Bolts .....	1½	Bolts thro' Bilge & Limber Strakes	Iron	Deck Beam .....	—	3/4	
Kelson ditto .....	1½	Butt End Bolts .....	5/4				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inches. The Space between the Top-timbers is 3¼ Inches. The Stem, Stern Post, consist of East India Teak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of East India Teak and are free from all defects. The Floors consist of Teak The First Foothooks of Teak Timber. The Second Foothooks of Teak The Third Foothooks of Teak The Top Timbers of Teak The Shifts of the first and second Foothooks are not less than seen N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are not seen The Frame is well squared from the first Foothook Heads upwards, and appears free from sap, and from thence downwards, the frame is well squared The alternate Frames are all bolted together to the Gunwale. 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 Keelson is Teak and free from all defects. The False Keelson is None The Deck Beams consist of Teak The Hold Beams of Teak The Knees of Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is } Said to be all  
From the above named Height to the Light Water Mark } Teak  
From the Light Water Mark to the Wales }  
The Wales and Black-strakes are Teak The Topsides Teak  
The Sheer-strakes Teak and Plank-sheers Teak The Water-ways Teak  
The Decks Teak copper nailed State of good  
The Shifts of the Planking are not less than 5 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 three between

**Planking Inside.**—The Limber-strakes are Teak the Bilge Planks Teak  
The Ceiling, Lower Hold, Teak Between Decks Teak  
Shelf Pieces Teak Clamps Teak

**Fastenings.**—To Hold Beams Shelf & Spur Ketting and eight pairs of iron hanging knees  
Deck Beams Large water ways and Shelf and sixteen pairs of iron hanging knees  
Number of Breasthooks 4 of wood & 2 of iron Pointers wood Crutches one of iron  
Butts End Bolts are of iron in the Bottom, and one Bolt in each Butt End through and clenched.  
Bilge and Limber Strakes iron bolted through and clenched. Treenails of None How Made \_\_\_\_\_  
General Quality of Workmanship good

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

Builder's Signature \_\_\_\_\_

Surveyor's Signature \_\_\_\_\_



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

17884 Len

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .				N <sup>o</sup> .	Weight.
2	Fore Sails,	Chain ..... <u>120 fms</u>	205 <u>1 1/8</u>	Bower, .....	3 <u>14 Cwt</u>
2	Fore Top Sails,	Hempen Stream Cable .....	120 <u>6</u>		<u>15 Cwt</u>
2	Fore Topmast Stay Sails,	Hawser .....	100 <u>4</u>	Stream, .....	<u>13 Cwt</u>
1	Main Sails,	Towlines .....			<u>4 1/2</u>
2	Main Top Sails,	Warp .....		Kedge, .....	<u>1</u>
and <u>2 Mizen and 2 jibs</u>		All of <u>good</u> quality.			

Her Standing and Running Rigging good & sufficient in size and — in quality.

She has one Long Boat and two others

The present state of the Windlass is good Capstan — Rudder good Pumps wood

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

This is a Vessel of Small Capacity  
entirely built of East India Oak  
and all iron fastenings with the exceptions  
of the in & out bolts of the iron hanging knees  
now fitted to hold beams and the Nuts of the  
deck which are of Copper —  
She has now been Surveyed in accordance  
with Sect. 51 —

with Leak on chain  
If Sheathed, ~~Doubled~~, ~~Felted~~, or Coppered and Yellow Metal When last done Oct 1851

I am of opinion this Vessel should be Classed 12 A

The Amount of the Fee.....£ 3 : — : — is received by me,

Special .....£ 2 : 2 : —

Certificate (if required) .....£ : 10 : —

Committee's Minute 26 Nov 1852

Character assigned 12 A 1

S. H. Ritchie

One copy  
23 Nov 1852  
raised to 13 A