

Lengthened

No. 253 Survey held at Littlehampton Date Nov<sup>r</sup> 7<sup>th</sup> to Jan<sup>r</sup> 20<sup>th</sup> 1860  
on the Shaw Celandine Master Thos Russell  
Old Tonnage 207 33 Built at Sunderland When built 1836 Launched May  
By whom built                      Owners Mess<sup>rs</sup> Raydon  
Port belonging to London Destined Voyage Coasting  
Surveyed while Building, Afloat, or in Dry Dock On Mr Hainey's Ship Clapnet

Length aloft	Feet.		Inches.		Feet.		Inches.		Feet.		Inches.	
	58.58		11 0		22		13 0		13		0	
Scantlings of Timber.												
SIDED.				MOULDED.				Thickness of Plank.				
Inches.		Required		Inches.		Required		Inches.		Required		
In Ship.		as pr Rule		In Ship.		pr Rule		In Ship.		per Rule.		
TIMBER AND SPACE				Outside.				Inside.				
Floors		12 8 3/4		11 9 8 3/4		7 3/4		Garboard Strakes		2 3/4		
1st Foothooks		8 3/4 7 3/4						Garboard to Bilge		2 3/4		
2nd Ditto		7 1/2 7						Bilge Planks		2 3/4		
3rd Ditto		7 6 1/2						Bilge to Wales		2 3/4		
Top Timbers		7 6 1/2		5		5		Wales		4 1/4		
Deck Beams		N <sup>o</sup> 25 Average Space 3 1/4 4 1/2 8 1/2 7 3/4 8 3/4 7 1/4 7 3/4 6 1/2		8 3/4 7 1/4 7 3/4 6 1/2		8 3/4 7 1/4 7 3/4 6 1/2		Topsides		3 1/4 3 1/4		
Deck Beams, length amidships		20 8 1/2 10 10 1/4 9 10 1/4 8 3/4		10 1/4 9 10 1/4 8 3/4		10 1/4 9 10 1/4 8 3/4		Plank Sheers		2 1/4 2 3/4		
Hold Beams		N <sup>o</sup> 10 Average Space 4 8 0						Water-Upper Deck		4 1/2 12 5		
Hold Beams, length amidships		20 4						Ways-Lower Deck				
Keel		11 10 3/4 12 10 3/4 10 3/4		12 10 3/4 10 3/4		12 10 3/4 10 3/4		Upper Deck		2 1/2 2 1/2		
Scarphs of Ditto		12 11 3/4 12 11 3/4		12 11 3/4 12 11 3/4		12 11 3/4 12 11 3/4						
Keelsons		12 11 3/4 12 11 3/4		12 11 3/4 12 11 3/4		12 11 3/4 12 11 3/4						
Scarphs of Ditto		12 11 3/4 12 11 3/4		12 11 3/4 12 11 3/4		12 11 3/4 12 11 3/4						

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

Copper or Iron		Inches	Copper or Iron		Inches	Copper or Iron		Inches
In Ship.	Required	per Rule	In Ship.	Required	per Rule	In Ship.	Required	per Rule
Heel-Knee, and Deadwood abaft	<u>1</u>	<u>1</u>	Transoms and throats of Hooks	<u>7/8</u>	<u>7/8</u>	Hold Beam Bolts in		
Scarphs of Keel	<u>7/8</u>	<u>3/4</u>	Arms of Hooks	<u>3/4</u>	<u>3/4</u>	Waterway	<u>3/4</u>	<u>3/4</u>
Keelson Bolts through Keel at	<u>7/8</u>	<u>7/8</u>	Bolts thro' Bilge & Limber Strakes,	<u>3/4</u>	<u>3/4</u>	Shelf or Clamp	<u>1 1/8</u>	<u>3/4</u>
each Floor			or Thickstuff over Double Floors			Waterway	<u>3/4</u>	<u>3/4</u>
Bolts through Heels of Timbers	<u>3/4</u>	<u>—</u>	Butt End Bolts	<u>3/4</u>	<u>1 1/8</u>	Shelf or Clamp	<u>3/4</u>	<u>3/4</u>
against Deadwood			Pintles of the Rudder	<u>2 1/4</u>	<u>2 1/4</u>	Nails or Bolts in Flat of Deck		
						Treenails	<u>1 1/4</u>	<u>—</u>

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 26 1/4 Inches. The Space between the Top-Timbers is 26 1/4 Inches.

The Floors consist of S & English Oak The First Foothooks of S & English Oak Timber.

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 1/2 generally N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are as above

The Frame is indifferently squared from the First Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is indifferently squared

The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are generally close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is cross chocked with no Butt at each end of the chock. The Main piece of Rudder is English Oak

The Main Keelson is Dantzic Oak and — free from all defects. The Main piece of Windlass is English Oak

The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English Oak Deadwood, of English Oak and are — free from all defects.

The Deck and Hold Beams consist of Dantzic Oak The Breasthooks of Iron The Knees of Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is A Elm  
or to the First Foothook Heads }

From the above named Height to the Light Water Mark A Elm & Red Pine

From the Light Water Mark to the Wales Stettin Oak & Red Pine

The Wales and Black-strakes are P. Pine & Dantzic Oak The Topsides Pitch Pine & S. Oak

The Sheer-strakes and Plank-sheers Dantzic Oak The Water-ways { Upper Deck P. Pine

The Decks Yellow Pine { Lower Deck —

The Shifts of the Planking are not less than 4 Feet 5 Inches. State of Good

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 3 1/2 between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Pitch Pine & S. Oak

The Ceiling, Lower Hold, and between Decks Red Pine & S. Oak Shelf Pieces and Clamps S. Oak & P. Pine

**Fastenings.**—To Hold Beams Iron Staple Lodging Knives, six pairs of Iron hanging Knives and a shelf

Deck Beams Staple Lodging Knives of Iron hanging Knives to each beam end and five long rollers placed diagonally extending from bilge to upper deck

Number of Breasthooks Four Pointers one pair Crutches Two Transom Knives

Butts End Bolts are of Gal Metal & Iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes one bolted through and clenched. Treenails of English Oak How Made Planed

Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship Rough & bad in places

We certify that the above is a correct description of the several particulars therein given

Builder's Signature                      Surveyor's Signature                     

LON 642-0218

22994 Lon.

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .			Fathoms. Inches.	N <sup>o</sup> .	Weight.
2	Fore Sails,	Chain .....	180 1 8	Bower, .....	3
2	Fore Top Sails,	Hempen Stream Cable .....	suff 7	Stream, .....	1
1	Fore Topmast Stay Sails,	Hawser .....	suff 5 1/2	Kedge, .....	2
1	Main Sails,	Towlines .....	suff 9		
1	Main Top Sails,	Warp .....	— —		
and 7 others		All of .....	quality.		

Her Standing and Running Rigging ed sufficient in size and good in quality.

She has one Long Boat and one other

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

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	
	2nd. When the Beams are put in, &c.	
	3rd. { When completed, and before the plank be painted or payed }	

Now done - She has been lengthened 25 feet - five  
Top timbers on the larboard side, the After piece of  
Kiel and several Planks of bottom have been  
Renewed -

She is now in efficient Condition fit  
in my opinion to remain as classed of A. 1.

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered base bottom When last done Continue

I am of opinion this Vessel should be Classed A. 1.

The Amount of the Fee.....£ — : 10 : — is received by me,

Special .....£ 3 : 3 : —

Certificate .....£ : 5 : —

Committee's Minute 16<sup>th</sup> March 1860

Character assigned A. 1.

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Foundation