

Survey after Repair

No. 199 Survey held at Grangemouth Date 11th February 1836 199
on the Barge Nancy Master George Rodgers
Tonnage 383 Built at Montreal When built 1819
By whom built not mentioned in Register Owners John Thompson & Co
Port belonging to Grangemouth Destined Voyage Quebec

If Surveyed Afloat or in Dry Dock in Dry Dock

Original Survey No. 335 & 69 Classed "wants Repair"

Length aloft.....	Feet. Inches.	Extreme Breadth	Feet Inches.	Depth of Hold	Feet. Inches.
	110 0		28 1 1/2		20 4

Scantlings of Timber.

	Inches.	Inches. Middle	Inches. Ends
Timber and Space..... each	15		
Floors..... sided	13	Moulded 17	
1 st Foothooks..... "	12	" 13	
2 nd Ditto..... "	11	" 10	
3 rd Ditto..... "		"	
Top Timbers		" 6	
Deck Beams	10	" 10	
Hold Beams	13	" 12	
Keel		"	
Kelsons	16	" 24	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	3 1/2	Foot Waling.....	5
Bilge Planks	5	Bilge Planks	5
Bilge to Wales	3 1/2	Ceiling in Flat	3
Wales	6	Ditto Bilge to Clamp	3
Topsides	3	Hold Beam Clamps	4
Sheer Strakes	4	Deck Beam Ditto.....	3 1/2
Plank Sheers.....	3 1/2	Ceiling 'twixt Decks	3
Water-ways	5	Hold Beam Shelves	15-5
Upper Deck	3	Deck Beam ditto	10-5

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	1-1/8
Scarpsh of Keel..... N°.		Butt End Bolts	7/8	Deck Beam	7/8
Floor Timber Bolts.....		Lower Pintle of the Rudder	3/4		
Kelson ditto.....				same in Iron above the Copper	
Transoms and throats of Hooks					
Arms of Hooks					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of American Oak and are free from all defects.

Her Floors and first Foothooks are composed of American White Oak Timber.

Her other Foothooks and Top Timbers of D^o. D^o. New British & Baltic Oak

Her Shifts of the first and second Foothooks are not less than from 5 to 6 feet N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are average 5

The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is also well squared

The alternate Frames are all bolted together.

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

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

The Main Kelson is composed of American Oak and the False Kelson of American Oak

The Scarpsh of the Kelsons are not less than 5 feet inches.

The Deck and Hold Beams are composed of American Oak. New over Silesian White Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of American Elm

From the first Foothook Heads to the Light Water Mark of American Oak

From the Light Water Mark to the Wales of D^o. D^o.

The Wales and Black-strakes are of D^o. D^o.

The Topsides of American Red Pine. Dantzic Oak in the way of Chains

The Sheer-strakes of Dantzic Oak

The Gunwales of D^o. D^o. Water-ways of Red Pine

The Shifts of the Planking are not less than 6 to 8 feet & 3 strake between 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 American Oak the Stringers of American Oak

The Bilge Planks of American Oak and the remainder of the Ceiling of Red Pine

Fastenings.—To Hold Beams oak lodging knees. oak stringers above & below the beams & 4 bar hanging knees on each side

Deck Beams oak lodging knees. oak stringers & 7 bar hanging knees on each side

Number of Breasthooks 7 below the deck & 2 above Pointers 2 of oak. 1 of bar on each side Crutches none

Butts End Bolts are of Copper in the Bottom, and no Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper and bolted through and clenched.

General Quality of Workmanship Excellent

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

Builder's Name

Surveyor's Name Walter B. Smith



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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails, 1 New	220	Chain	1 1/2	3	Bower, 21 · 20 · 20 cwt
2	Fore Top Sails,	90	Hempen Stream Cable.....	10 1/2	1	Stream, 12 "
2	Fore Topmast Stay Sails,	90	Hawser	5	2	Kedge, 3 · 2 "
2	Main Sails, 1 New	90	Towlines	5		All of proper weight.
2	Main Top Sails, 1 New	80	Warp	4		
	and <u>other sail complete & in good repair.</u>		All of <u>good</u> quality.			

Her Standing and Running Rigging is all sufficient in size and good in quality.

She has one Long Boat and one Pinnace, and one gig

The present state of the Windlass is Strong Capstan New and Rudder Strong

General Remarks—Statement and Date of Repairs.

In 1836. 8 New Second Puttocks on each side. all new Top Timbers on the Starboard side before the Mainmast, and 18 on the Larboard. all defective top Timber abaft also taken out & replaced. All new Timbered in the round of the Bow, down to 1st Puttock heads. New Knight heads, Hawse Timbers, and Apron. 4 new Breast hooks below. & 2 above the Deck. New Quarter Timbers. New Paul Bitt 16-17 stepped in Kelson, new Range Bitt. all new Deck Beams & Knees before the Main Hatchway. 5 new Hold Beams. all defective Knees on both Decks taken out & replaced. New Stringers to both Decks. all rebatted on both Decks. and Breastheads. Outside plank, new Stakes. all new Black Strakes, Topsides, & Shear Strakes. all defective Planks in Bottom & Counter taken out & replaced, entire new Plank Shear. Stairs ways Spirketting & Decks. Stanchions Rails. & Bulworks. Ceiling in twist deck, all stripped. & what was good put on again. & the rest made up with new. Ceiling below all new from the upper part of Bilge to Hold Beams. The upper strake of the Bilge also new. The ship Retreenailed throughout, and Caulked from Keel to Masts, and Sheathed from Keel to Walls. with 1 1/8 Lin & Patent Felt. & Copper nailed. all new Lower Masts. and a quantity of new Sails and Rigging.

This ship is now in an excellent state of repair throughout. her remaining Timber & Planks are quite sound. she must have been built originally of uncommonly well seasoned Timber. her repairs at present. exceed £2000. she is well found in Stores.

If Sheathed, Doubled, or Felted, sheathed to the Walls. & Patent Felt.

and Date when last done 1836

And I am of opinion this Vessel should be Classed an excellent A. 1 Ship

The Amount of the Fee.....£ 2 : 2 : " is received by me, Walter Eaton
& Travelling twice 1 · 4 · 24 miles from Litch

Committee Minute 23 February 1836

Character assigned Recent Repairs & raise to A. 1.

W. J.



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