

No. 463 Survey held at Leith Date 4th July 1838 1863
on the Schooner Nancy Master James Rae
Tonnage 82 2670 Built at Leith When built Launched June 1838
By whom built Burton & Young Owners George Dunlop & others
Port belonging to Dunbar Destined Voyage Coaster
If Surveyed Afloat or in Dry Dock On the Stocks in all her Stages

Length aloft.....

Feet.	Inches.
59	6

 Extreme Breadth

Feet.	Inches.
16	8

 Depth of Hold

Feet.	Inches.
10	9

Scantlings of Timber.

Timber and Space.....	each	Inches		Inches	Ends
Floors.....	sided	9	Moulded	9	
1 st Foothooks.....	"	8	"	8	
2 nd Ditto.....	"	7 1/2	"	7	
3 rd Ditto.....	"	"	"	"	
Top Timbers.....	"	7	"	5 1/2	4
Deck Beams.....	Number of... 13	8	"	8	
Hold Beams.....	Do. Do.	"	"	"	
Keel.....	"	9	"	12	
Kelsons.....	"	10 1/2	"	14 1/4	

Thickness of Plank.

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

Size of Bolts in Fastenings.

Copper.	Inches	Copper.	Inches	Iron.	Inches
Heel-Knee, and Dead Wood abaft.....	7/8	Bolts thro' the Bilge and Foot Waling.....	7/8	Hold Beam.....	—
Scarp of Keel.....	3/4	Butt End Bolts.....	5/8	Deck Beam.....	3/4
Floor Timber Bolts.....	7/8	Lower Pintle of the Rudder.....	2 1/4		
Kelson ditto.....	7/8				
Transoms and throats of Hooks.....	7/8			same in Iron above the Copper.....	7/8
Arms of Hooks.....	3/4				3/8

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

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

Her other Foothooks and Top Timbers of British Oak

Her Shifts of the first and second Foothooks are not less than 2 1/2 to 3 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 3 feet

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 1/3 of the entire moulding at that place.

The Frame is crip chocked with 3 Butt at each end of the chock.

The Main Kelson is composed of Foreign White Oak and the False Kelson of None

The Scarphs of the Kelsons are not less than 4 feet 3 inches.

The Deck and Hold Beams are composed of British & Bremen 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 Dantzic Oak Hoods English Oak

From the Light Water Mark to the Wales of D: D: D: D:

The Wales and Black-strakes are of English Oak

The Topsides of D: D:

The Sheer-strakes of English Oak Decks, and state of, Yellow Pine

The Gunwales of D: D: Water-ways of English Oak

The Shifts of the Planking are not less than 4 Feet 6 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought mostly 3 Strake between.

Planking Inside.—The Clamps are composed of English Oak

the Stringers of None

The Bilge Planks of Dantzic Oak and the remainder of the Ceiling of English & Dantzic Oak

Fastenings.—To Hold Beams None

Deck Beams Double Oak Lodging Knees

Number of Breasthooks 3 below & 1 above Deck Pointers None

Crutches None

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

Bilge and Footwaling Copper and 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 Burton & Young

Surveyor's Name Walter Beaton



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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
/	Stay Foresail	150	Chain	7/8	2	Bower, 5 3/4 - 5 1/2 cut
/	Fore Sails, Square		Hempen Stream Cable.....	6 1/2	1	Stream, 3 "
/	Fore Top Sails,	75	Hawser	3 3/4	1	Kedge, 1 1/2 "
/	Fore Topmast Stay Sails,	80	Towlines	2 3/4		All of proper weight.
/	Main Sails,	100	Warp			
	Main Top Sails,		All of <u>best</u> quality.			
	and <u>other sails complete of best Canvas.</u>					

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

She has One Long Boat and

The present state of the Windlass is Patent Capstan Double Winch and Rudder Strong

General Remarks—Statement and Date of Repairs.

This is a Strong and Substantial Vessel. built by contract. and under the superintendence of the Master. her Stores are all good and abundant

If Sheathed, Doubled, or Felted, Single Bottom
and Date when last done

And I am of opinion this Vessel should be Classed S A 1

The Amount of the Fee.....£ 1 : 1 : " is received by me, Walter Barton

Committee Minute 24 Aug 1832

Character assigned A 1 for 5 years
[Signature]