

No. 2302 Survey held at Lincolndene & Leith Date Leith 30<sup>th</sup> July 1853  
 on the Barque East Lothian Master James Craigie  
 Tonnage Old 388 <sup>35</sup>/<sub>74</sub> Built at Lincolndene When built 1852 & 53 Launched 10 June 1853  
 By whom built Duncan Wright Owners Alexander Alexander Smith & Co  
 Port belonging to Leith Destined Voyage Melbourne Australia  
 If Surveyed while Building, Afloat, or in Dry Dock On the stocks while Building and now for stores at Leith

Length aloft	123	Feet.	7	Inches.	Extreme Breadth	23	Feet.	1	Inches.	Depth of Hold	16	Feet.	8	Inches.										
<b>Scantlings of Timber.</b>					<b>Thickness of Plank.</b>																			
Room and Space	24	Inches.																						
Floors.....sided	10	Moulded	12																					
1 <sup>st</sup> Foothooks.....	11	"	9 1/2																					
2 <sup>nd</sup> Ditto.....	8 1/2	"	8 1/2																					
3 <sup>rd</sup> Ditto.....	"	"	"																					
Top Timbers	5	"	7	4 3/4																				
Deck Beams N <sup>o</sup> 14	Average Space } 4	"	11 1/4	"	11 1/4																			
Hold Beams N <sup>o</sup> 17	Average Space } 4 8 8	"	11 1/2	"	11 1/2																			
Keel	12	"	15																					
Keelsons	13 1/4	"	13																					
Scarp of Ditto	7	Feet																						
					<b>Outside.</b>									<b>Inside.</b>										
										Inches.											Inches.			
					Keel to Bilge					3 3/4					Limber Strakes					3				
					Bilge Planks					4 3/4					Bilge Planks					4 1/2				
					Bilge to Wales					4					Ceiling in Flat					3				
					Wales					4 3/4					Ditto Bilge to Clamp					3				
					Short Hoods										Hold Beam Clamps					4				
					Topsides					3					Deck Beam Ditto									
					Sheer Strakes					4					Ceiling 'twixt Decks									
					Plank Sheers					4					Hold Beam Shelves					5 + 11				
					Water-Ways					7 1/2					Deck Beam Ditto					4 1/2 + 12				
					Upper Deck					3														

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

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	1 1/2		Transoms and throats of Hooks ..	1	1	Lower Pintle of the Rudder ....	3 1/2	
Scarp of Keel.....N <sup>o</sup> . 8	7/8		Arms of Hooks .....	7/8	7/8	Hold Beam .....	13 7/8	
Floor Timber Bolts .....	1 1/2		Bolts thro' Bilge & Limber Strakes	3/4		Deck Beam .....	13 7/8	
Kelson ditto .....	1 1/2		Butt End Bolts .....	1 1/2				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4 to 6 Inches. The Stem, Stern Post, consist of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of British Oak and are free from all defects. The Floors consist of Baltic White Oak The First Foothooks of British & Baltic White Oak Timber. The Second Foothooks of British Oak The Third Foothooks of British Oak The Top Timbers of British Oak The Shifts of the first and second Foothooks are not less than 4 Feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 4 Feet The Frame is well squared from the first Foothook Heads upwards, and 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 all close together; their thickness not less than 1/2 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. The Main Keelson is Baltic White Oak and free from all defects. The False Keelson is None The Deck Beams consist of Baltic White Oak The Hold Beams of Baltic White Oak The Knees of Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is American Elm and Beech From the above named Height to the Light Water Mark Red Pine and Baltic Oak From the Light Water Mark to the Wales Baltic Oak The Wales and Black-strakes are Baltic Oak The Topsides Baltic Oak The Sheer-strakes Baltic Oak and Plank-sheers Baltic Oak The Water-ways Red Pine The Decks Yellow Pine State of In best order The Shifts of the Planking are not less than 5 Feet 1 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 with 3 Strakes between

**Planking Inside.**—The Limber-strakes are Baltic Oak the Bilge Planks Baltic Oak The Ceiling, Lower Hold, Baltic Oak and Red Pine Between Decks Red Pine Shelf Pieces Baltic Oak Clamps Baltic Oak

**Fastenings.**—To Hold Beams Oak stringers above Beams, Iron Horizontal Standards for Lashing Knees, 5 Iron Staple Standards, and 2 Iron Diagonal Lashing Knees on each side. Deck Beams Oak stringers dovetailed to Beams, Plank not Water-way set in over Beams, Iron Vertical Knees, and 5 Iron Staple Standards on each side. Number of Breasthooks 5 Pointers Breasthooks same as Foreward Crutches and Iron shafts Butts End Bolts are of Yellow metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes Yellow metal & bolted through and clenched. Treenails of English Oak How Made Clamped General Quality of Workmanship Good and strong

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 best 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 .....	220	1 3/4	Bower, .....	3	18.1.21
2	Fore Top Sails,	Hempen Stream Cable .....	50	2 3/4			15.2.25
2	Fore Topmast Stay Sails,	Hawser .....	80	6	Stream, .....	1	14.0.22
1	Main Sails,	Towlines .....	80	5			
2	Main Top Sails,	Warp .....	80	4 1/2	Kedge, .....	1	3
and other sails complete		All of <u>best</u> quality.					

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

She has One Long Boat and One Wherry and Gig

The present state of the Windlass is Strong Capstan Strong Rudder Strong Pumps 2 Metal Good

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

Certificates of Chains produced.

Request for Superintendence N<sup>o</sup> 14 dated 14<sup>th</sup> January 1853.

This is a strong, and faithful Built Vessel, she is Timbered round abaft has a round stern, and Breastworks the same as forward, the materials used in her construction were of excellent quality, she is well found in all stores, Mr Robertson has inspected her with me at different times, and concurs with me as to her belays.

If Sheathed, Doubled, Felted, or Coppered Yellow Metal 2 1/2 24 22 oz to the When last done June 1853

I am of opinion this Vessel should be Classed SAI

The Amount of the Fee.....£ 4 : " : " is received by me,

Special .....£ 16 : " : "

Certificate (if required) .....£ 20 : " : "

Committee's Minute 12<sup>th</sup> Aug 1853

Character assigned SAI



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