

No. 1511 Survey held at Lanstadwell Date, first Survey 28 April Last Survey June 9 1876
on the Robert Hadden, Smack Master
Tonnage under Tonnage Deck
Ditto of Spar Deck, or Awning Deck
Ditto of Poop, or Raised Or. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage about 22
Crew Space, as per Rule
Register Tonnage, cut on Beam 28
Engine Room
Register Tonnage, as a Steamer, }
cut on the Beam }
Built at Lanstadwell When built 1876 Launched June 8
By whom built Mr Warlow Owners Mr John Mackenzie
Residence, Dunreagan, Co. of Kerry
Port belonging to Greenock Destined Voyage from here to
Liverpool
If Surveyed while Building, Afloat, or in Dry Dock

Length as per section 39....	Feet. 48	Inches. 0	Extreme Breadth Outside	Feet. 16	Inches. 0	Depth of Hold	Feet. 7	Inches. 0	Number of Decks	One
Length of Keel	46	0	IN SHIP. Moulded. Sided.	Middle. Ends.	REQUIRED PER RULE. Moulded. Sided.	(Depth from limber-strakes to under side of lower deck beam)				
Scantlings of Timber.										
TIMBER AND SPACE	18					Outside Plank.			Dimensions of Ship per Register,	
Floors	7	7	6			Garboard Strakes...	2		length	breadth
1st Foothooks	6 1/2					Garboard to Bilge ..	2		depth	
2nd Ditto	4					Bilge Planks	3			
3rd Ditto	6					Bilge to Wales	2			
Top Timbers	6		4 1/2			Wales	3			
Deck } N° 10 Average	4' 0"					Topsides	2 1/2		Inside Plank.	
Beams }						Sheer Strakes	2 1/2		In Ship.	Required per Rule.
Deck Beams, length amidships	14' 10"					Plank Sheers	2 1/4		Limber Strakes	3
Hold } N° Average						Water } Upper Deck	6 x 6		Bilge Planks	2 1/2
Beams }						Ways } Lower Deck			Ceiling in Flat	2
Hold Beams, length amidships						Ditto, faying surface	3 3/4		Ditto Bilge to Clamp	1 1/2
Keel	10 x 8					against Timbers ...			Hold Beam Clamps ..	
Scarphs of Ditto						Upper Deck	2 1/2		Deck Beam Ditto ..	2 1/2
Keelsons	9 x 9								Ceiling under Decks	1 1/2
Scarphs of Ditto									Hold Beam Shells ..	
									Deck Beam Ditto	

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

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft		7/8		Transoms and throats of Hooks				Hold Beam } Waterway ..			
Scarphs of Keel, N°				Arms of Hooks		3/4		Bolts in } Knees			
Keelson Bolts through Keel				Thro' Bilge and Limber Strakes		5/8		Shelf or Clamp			
at each Floor		3/4		Thickstuff over Double Floors ..				Deck Beam } Waterway ..		3/4	
Bolts thro' Heels of Timbers		5/8		Butt End Bolts		5/8		Bolts in } Knees		3/4	
against Deadwood		5/8		Short Bolts in Ceiling		5/8		Shelf or Clamp		5/8	
Frame Bolts		5/8		Pintles of the Rudder	1 3/4			Nails or Bolts in Flat of Deck		6	
								TreenailsInches		1 1/8	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 2 x 3 Inches.

The Floors consist of English oak The First Foothooks of English oak

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

The Main Keelson is Pitch pine and is free from all defects. The Shifts of the First and Second Foothooks are not less than 16

The Transoms, Knightheads, Hawse Timbers, & Aprons of English oak ditto. N.B. When less than prescribed by the Rule, state how many.

Deadwood, of English oak and is ditto. The rest of the Shifts of the Frame are not less than 16

The Stem, and Stern Post of English oak is ditto. The Frame is well squared from First Foothook Heads upwards,

The Deck and Hold Beams of English & French oak and is free from sap, and from thence downwards, the frame is

The Breasthooks of Iron The Frames are all bolted together to the Gunwale.

The Knees of English oak The Keel of American Elm N.B. If not, state how bolted

The Main piece of Rudder of of Windlass of The Butts of the Timbers are all close together; their thickness not

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is English oak, Beech & American Elm less than 1/8 of the entire moulding at that place.

or to the First Foothook Heads } The Frame is Cross choaked with a Butt at each end of the chock.

From the above named Height to the Light Water Mark Pitch pine + square head & heels dovetailed

From the Light Water Mark to the Wales Pitch pine the Plank is English oak, Beech & American Elm

The Wales and Black-strakes Pitch pine The Topsides & Sheer-strakes English oak & Strakes

The Spilketting and Plank-sheers English oak & Pitch pine The Water-ways { Upper Deck English oak & Pitch pine

The Decks Yellow pine State of good Lower Deck

The Shifts of the Planking are not less than 5 x 6 Feet — 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 three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Pitch pine

The Ceiling, Lower Hold, and between Decks English oak & Greenheart Shelf Pieces and Clamps English & French oak

Fastenings.—To Hold Beams

Deck Beams Wood Lodging Knees of English oak

Number of Breasthooks Two of Iron Pointers Crutches

Butt End Bolts are of Iron in the Bottom Two Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes Iron bolted through and clenched. Treenails of English oak How Made Moulded

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship good

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

Builder's Signature James A. Warlow Surveyor's Signature William George

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

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	In. hes.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
1	Fore Sails,	Chain						Bowers	1				
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent.)						(State Machine where Tested, and name of Superintendent.)					
	Fore Topmast Stay Sails,	Hempen Stream Cable						Dates of Certificates					
1	Main Sails,	Hawser						Stream	1				
1	Main Top Sails,	Towlines											
	and two others	Warp	50	3				Kedges					
		All of <u>good</u> quality											

Her Standing and Running Rigging Ample sufficient in size and good in quality. She has one Long Boat and

The present state of the Windlass is good Capstan and Rudder good Pumps one of Iron

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Cargo Hatchways.—How formed? Ordinarily State size

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? None

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 6 feet by 4-6

Order for Special Survey, No.	DATES of Surveys	1st. When the Frame is completed	<u>28th April 1876</u>
Date	held while building, as per Section	2nd. When the Beams are put in, &c.	<u>15 May</u>
Order for Ordinary Survey, No.	35.	3rd. When completed, and before the plank be painted or payed	<u>26 " "</u>
Date			

General Remarks.

Built for River purposes or coasting
This Vessel is built with good Materials of its kind. Frame Stem, apron, Deadwood, & stern post English Oak; Beams English and French Oak; Plank sheer strakes & topsides, English Oak. Clamps English & French Oak; Ceiling in flat between timbers strakes and edge planks, English Oak and Greenheart; Knees to deck beams English Oak, Waterways and plank sheers, English Oak & pitch pine an Iron plate wrought round stern under knuckle $2\frac{3}{4}$ ft $\frac{1}{2}$ pair of diagonal Iron plates, $2\frac{3}{4}$ ft $\frac{1}{2}$ wrought out side of frame by desire of owner; from deck to the lower side of chocks at first futtock heads; bottom plank & strakes each side from keel upward English Oak, Beach and American Elm;

We recommend this Vessel to the favourable consideration of the Committee, and submit her as in our opinion entitled to be classed for materials under table A 9 Years

also for so large a portion of 12 Years

Materials, would be entitled, for Mixed Mat 1 20

Roof $\frac{1}{11}$ A

Present condition of Caulking of Bottom good Deck, good and Waterways good
If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled _____ When last done _____

I am of opinion this Vessel should be Classed _____

The Amount of the Entry Fee.....£ 1 : 0 : 0 is received by me, Wm George

Travelling Expenses, Special.....£ 4 : 4 : 0

(if any) £ 0 : 5 : 6 Certificate..... : 2 : 6 : See Letter annexed

Committee's Minute 16 June 1876

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Character assigned A

Raised to 10 A