

No. 102
232

Survey held at

Stromness

Date, first Survey 5 Apr 1844

Last Survey

1st June 1844

on the

Schooner Village Maid

Master

Chambers

Tonnage under Tonnage Deck

139.26

Ditto of Spar Deck, or Awning Deck

Ditto of Poop, or Raised Qr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage

Crew Space, as per Rule

8.46

Register Tonnage, cut on Beam

130.90

Engine Room

Register Tonnage, as a Steamer,

cut on the Beam

Built at

Stromness

When built

1864

Launched

By whom built

Stewart

Owners

George Sutherland

Port belonging to

Wick

Destined Voyage

Bathie

If Surveyed while Building, Afloat, or in Dry Dock

on Patent Slip

Clap'd 7 1/2

2601

Abadeen

Cont 71-5 1/2 m Exposed

Length as per section 39.....	Feet.	Inches.	Extreme Breadth Outside				Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks	
Length of Keel	83	5-	IN SHIP.	Moulded.	Sided.	REQUIRED PER RULE.	Sided.	Moulded.	(Depth from limber-strakes to under side of lower deck beam				
Scantlings of Timber.													
TIMBER AND SPACE	22 1/2	—	Middle.	Ends.	—	Middle.	Ends.	—	Outside Plank.				
Floors	9	12	—	—	—	8	8	—	Garboard Strakes...	3	2 1/2	Dimensions of Ship per Register, length 84 1/2 breadth 22.3 depth 14.8	
1st Foothooks	8 1/2	11	—	—	—	6 1/2	6 1/2	—	Garboard to Bilge ..	3	2 1/2		
2nd Ditto	8	8 1/2	—	—	—	6	6	—	Bilge Planks	3 1/2	2 1/2		
3rd Ditto	—	—	—	—	—	—	—	—	Bilge to Wales	3	2 1/2		
Top Timbers	7 1/2	6 3/4	—	—	—	5 3/4	5 3/4	—	Wales	4	4		
Deck } No 18	Average Space }	4 feet	9	9	6 1/2	7 3/4	7 3/4	6 1/2	Topsides	3	3	Inside Plank.	
Beams }									3	3			
Deck Beams, length amidships	20 ft 10 in	—	—	—	—	—	—	—	Sheer Strakes	3	3		INCHES. In Ship. Required per Rule.
Hold } No 2	Average Space }	—	10	10	8	—	—	—	Plank Sheers	2 1/2	2 1/2		
Beams }									2 1/2	2 1/2			
Hold Beams, length amidships	—	—	—	—	—	—	—	—	Water } Upper Deck	9 x 7 1/2	—		
Keel	11 1/2	15	—	—	—	10	10	—	Ways } Lower Deck	—	—		
Scarp of Ditto	2 1/2	5 1/2	—	—	—	—	—	—	Ditto, faying surface	—	—	Deck Beam Ditto .. 11 x 8 x 3 1/2 at lower edge	
Keelsons	11	20	—	—	—	11	11	—	against Timbers ...	3	—		
Scarp of Ditto	2 1/2	5 1/2	—	—	—	—	—	—	Upper Deck	2 1/2	2 1/2		

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, & Dead'd abaft	1 1/4		Transoms and throats of Hooks	1		Hold Beam		Waterway ..
Scarp of Keel, N° 8	3/4		Arms of Hooks	7/8		Bolts in		Knees
Keelson Bolts through Keel	1 1/2	1/4	Thro' Bilge and Limber Strakes	3/4	3/4 mixed			Shelf or Clamp
at each Floor			Thickstuff over Double Floors			Deck Beam		Waterway ..
Bolts thro' Heels of Timbers	not seen		Butt End Bolts	5/8	3/4 mixed	Bolts in		Knees
against Deadwood			Short Bolts in Ceiling		spikes			Shelf or Clamp
Frame Bolts	3/4		Pintles of the Rudder	2 1/4		Nails or Bolts in Flat of Deck		
						Treenails		Inches 1 1/4

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

The Floors consist of Oak & Larch alternately The First Foothooks of Oak & Larch alternately

The Second Foothooks of Oak & Larch alternately The Third Foothooks and Top Timbers of Oak & Larch

The Main Keelson is Red pine and app'd free from all defects. The Shifts of the First and Second Foothooks are not less than one sixth

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

Deadwood, of Larch as far as was visible and ditto. The rest of the Shifts of the Frame are sufficient

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

The Deck and Hold Beams of Larch & Oak and checked free from sap, and from thence downwards, the frame is squared

The Breasthooks of Oak & Larch N.B. If not, state how bolted where repairs have been executed

The Knees of Iron The Keel of Am^r Elm The Butts of the Timbers are all close together; their thickness not

The Main piece of Rudder of Oak of Windlass of Oak less than one third of the entire moulding at that place. Where seen

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

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Am^r Elm

or to the First Foothook Heads } Red pine and Larch hood ends

From the above named Height to the Light Water Mark Red pine and Larch hood ends

From the Light Water Mark to the Wales Red pine and Larch hood ends

The Wales and Black-strakes Oak & pitch pine The Topsides & Sheer-strakes pitch pine & Stettini Oak

The Spirketting and Plank-sheers Stettini Oak The Water-ways { Upper Deck pitch pine, Stettini Oak

he Decks Pitch pine State of new Lower Deck forward

he Shifts of the Planking are not less than five 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 three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Oak & ElmThe Ceiling, Lower Hold, and between Decks Am^r Elm, & pitch pine Shelf Pieces and Clamps pitch pine**Fastenings.**—To Hold Beams Metal clamp fastened on each side of Beam, with a through Bolt from

outside screwed tight up through box of clamp.

Deck Beams Metal clamp on each side of Beam and fastened same as hold beams, Two vertical

Bolts through waterways. Beam ends and driven into clamp planks, also five pair long vertical

iron knees extending down to receive two bolts into floors, with two pair short Beams over hold beams and

one pair long vertical iron strakes reaching from top of clamp to floor head, to receive two bolts in floors

Number of Breasthooks Three Pointers Crutches Three

Butt End Bolts are of Y.M. & Iron in the Bottom one Bolts in each Butt End is through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of Oak & Red pine How Made Oak turned, pine planed

Thickstuff over Double Floors are bolted through and clenched. General Quality of Workmanship very fair

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

Surveyor's Signature John Lohend

Surveyor's Signature James Stewart

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

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	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.	W't req'd per Rule.	Test req'd per Rule.
1	Fore Sails,	Chain	105	15/16				Bowers	2	14.2.			
1	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	65	1				Stream	1	2.3.			
2	Fore Topmast Stay Sails,	Hempen Stream Cable	90	8				Kedges	1	1.2.			
2	Main Sails,	Hawser	90	7									
	Main Top Sails,	Towlines	90	7 1/2									
	and a full set of other sails all good	Warp	90	4									
	Her Standing and Running Rigging	All of good quality											

The present state of the Windlass is Wine & Hemp DW Capstan good and Rudder good Pumps good

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? none, except the raising of bulwarks three quarters of an inch above plank sheer

Cargo Hatchways.—How formed? Square

If of extraordinary size, state how framed and secured? State size 7 ft x 4 ft and 4 ft x 4 ft

What arrangement for shifting beams? —

Hatches, themselves, whether strong and efficient? Yes

Main Hatchways.—State size 7 ft x 5 ft

Order for Special Survey,

No. — Date 16th April 1877

Order for Ordinary Survey,

No. — Date —

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

General Remarks.

When this vessel was placed under survey, dry rot was found in Waterways, plank sheer, sheer strake, topsides, part of the Wale, Heads of several top timbers, part of deck clamps and part of Ceiling, which necessitated the removal of these, also part of Keelson was found rotten.

The repairs executed were, Eighty nine new top timbers, replaced with English Oak. New deck Clamps fore & aft both sides. Six new Ceiling planks on both sides fore & aft. four new Ceiling planks amidships, both sides. with six new Hoodends and two bilge planks on Starboard side, all of pitch pine. also after part of main Keelson thirty two feet long of pitch pine. and thirty two feet of Ant^h Elm main Keel. Outside, got new sheer strake and plank sheer fore and aft both sides of Stettin Oak. Three new topside planks each side fore & aft, immediately below these there are new planks amidships on Starboard side, & four on port side, also one new hood end in each bow & buttock. all of pitch pine. The deck & keel Beams were found good, but the decks bad, these were relaid, a new, with pitch pine, and new fore Hatch Coverings of Stettin Oak were fitted. all the through treenails were taken out and replaced with Stettin Oak. Middle line bolts of iron were driven through Keelson, floors, & Keel, in each altern frame, of old Keel, there were also new bolts driven through the stem apron and stern post. The vessel was caulked all over. The Windlass was unhung and lining stripped. The Anchors & chains examined latter were ranged and measured, found good and sufficient in length & weight. The other parts of the vessel thoroughly examined and found good. New Standing Rigging and Warp were also supplied. From the extensive repairs this vessel has under gone I am of opinion Her Classification might be extended, an additional year beyond the two thirds period allowed by Section 60 see Survey for A in Red

Present condition of Caulking of Bottom

Deck,

and Waterways

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled

When last done

I am of opinion this Vessel should be Classed

6 years A in Red

The Amount of the Entry Fee.....£ 2 : - : -

is received by me,

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

(if any) £ Certificate..... - : 2 : 6 :

Committee's Minute

15th Jan,

1877.

Character assigned

A in Red

S.S. 77-5 yrs

DM 10/77

James Mowat

Surveyor

The submitted
the vessel is eligible on
to be classed A in red
5 years and 2
as recommended

Lloyd's Register
Foundation