

Three surveys from Dec 1850 to May 1851

No. 595 Survey held at Southampton Date 5/1/51
 on the New Brig Tabbot Master Robert Pult
 Tonnage 211 new Built at Southampton When built in 1851
 By whom built Wigram & Co Owners Newman Hunt & Co
 Port belonging to London Destined Voyage _____
 If Surveyed Afloat or in Dry Dock On the Slipway three times while building

Length aloft <u>112</u> ^{Feet.} <u>10</u> ^{Inches.}	Extreme Breadth <u>21</u> ^{Feet.} <u>8</u> ^{Inches.}	Depth of Hold <u>14</u> ^{Feet.} <u>0</u> ^{Inches.}
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Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	9	Moulded	10 1/2	Keel to Bilge	3	Limber Strakes	3 1/2
1 st Foothooks.....	8 3/4	"	8	Bilge Planks	4	Bilge Planks	3 1/2 at long & short heads
2 nd Ditto.....	8	"	7	Bilge to Wales	4 1/2	Ceiling in Flat	2 1/2
3 rd Ditto.....	7 1/4	"	4 1/2	Wales	4 3/4	Ditto Bilge to Clamp	2 1/2
Top Timbers	7 1/4	"	4 1/2	Topsides	3	Hold Beam Clamps	3
Deck Beams N ^o <u>26</u> ^{Average Space} <u>34 4 ins</u>	8 1/4	"	7 1/2	Sheer Strakes	4	Deck Beam Ditto.....	3
Hold Beams N ^o <u>10</u> ^{Average Space} <u>Change</u>	10 1/2	"	10 1/2	Plank Sheers.....	3	Ceiling 'twixt Decks	2 1/2
Keel	11	"	12	Water-Ways	5	Hold Beam Shelves	11 x 8
Kelsons	12	"	14	Upper Deck	3 1/2	Deck Beam Ditto.....	12 x 6

Copper or Iron.		Copper or Iron.		Iron.	
Inches.	Inches.	Inches.	Inches.	Inches.	Inches.
Heel-Knee, and Dead Wood abaft <u>Yellow Metal</u>	1 1/2	Bolts thro' the Bilge and Limber Strakes <u>Yellow Metal</u>	3/4	Hold Beam <u>Yellow Metal</u>	15
Scarphs of Keel.....N ^o <u>8</u>	13	Butt End Bolts <u>Yellow Metal</u>	1 1/2	Deck Beam <u>Yellow Metal</u>	13
Floor Timber Bolts <u>Yellow Metal</u>	15	Lower Pintle of the Rudder <u>Yellow Metal</u>	2 3/4		16
Kelson ditto.....	15				
Transoms and throats of Hooks <u>Yellow Metal</u>	15				
Arms of Hooks <u>Yellow Metal</u>	3				

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 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are quite free from all defects.

The Floors and first Foothooks are composed of English Oak Timber.

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 3 feet 6 ins N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are good

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

The alternate Frames are all bolted together. all in Frames N. B. If not, state how bolted.

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 well chocked with a Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of None

The Scarphs of the Kelsons are not less than six feet _____ inches.

The Deck and Hold Beams are composed of English Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Rock Elm to the height of one third from under side of keel

From the first Foothook Heads to the Light Water Mark of English Oak & Teak

From the Light Water Mark to the Wales of English Oak and Teak

The Wales and Black-strakes are of Teak The Topsides of Teak

The Sheer-strakes and Plank-sheers of Teak The Water-ways of Teak

The Decks of Yellow Pine State of New

The 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

Planking Inside.—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak

The Ceiling, Lower Hold, of English Oak Between Decks of English Oak

Shelf Pieces of Teak Clamps of Lower Deck Eng Oak, Upper Deck Teak

Fastenings.—To Hold Beams secured with shelf dowels & bolted to Beams, Eight Iron Staple Standards and One Iron Hanging Knee on each side

Deck Beams secured with a shelf dowel and bolted to Beams, the stuns of Eight Iron Staple Standards and ten Iron Hanging Knees on each side, Fore and Aft Beams single wood lodging knee

Number of Breasthooks Five Pointers Long Iron Transoms Crutches Three of Iron

Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched. Yes

Bilge and Limber Strakes Yellow Metal bolted through and clenched. Yes Treenails of English Oak

General Quality of Workmanship Good

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

Builder's Signature _____ Surveyor's Signature John Oakshot

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
	Fore Sails,		Chain			Bower,
	Fore Top Sails,		Hempen Stream Cable			Stream,
	Fore Topmast Stay Sails,		Hawser			Kedge,
	Main Sails,		Towlines			
	Main Top Sails,		Warp			
and			All of _____ quality.			

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has _____ Long Boat and _____

The present state of the Windlas is _____ Capstan _____ and Rudder _____ Pumps _____

General Remarks—Statement and Date of Repairs.

The Brig is Metal fastened throughout, the Planking outside and inside is well seasoned, free from sap and properly fastened, she has one hoop above Deck, one Deck Hook and Four in the Hold which are with the bruted Pointed Knee Transom knees of good lengths and properly bolted, the Huls of the futtock Timbers forward & aft are let into and bolted through the deadwoods and Limber Shakes bolted through the Floors and having very carefully examined the Brig three times while building I am of opinion that she is now in a fit & proper Condition to take dry and perishable cargoes to and from all parts of the world. —

If Sheathed, Doubled, Felted, or Coppered X Please look to this When last done _____

I am of opinion this Vessel should be Classed 13 A John Oakshott

The Amount of the Fee.....£ 3 : - : is received by me, 23/8/57

Special£ : : 23/8/57

Certificate (if required)£ : : 23/8/57

Committee's Minute 26th. Aug. 1857

Character assigned 13 A



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