

Recd 9/12/86

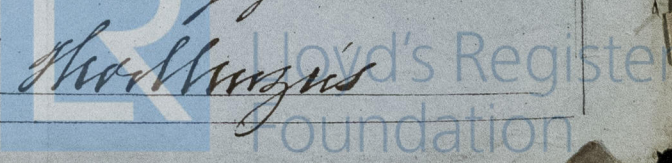
No. 255 Survey held at Lube Date March & September 1856
on the Ship Scotia Master Winton
Tonnage Old 970 Built at Lube When built 1856 Launched September
By whom built Henry Dinning Owners W Dinning
Port belonging to Lube Destined Voyage Liverpool
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	172	Feet.	-	Inches.	Extreme Breadth Outside	35	Feet.	6	Inches.	Depth of Hold	21	Feet.	6	Inches.	10
Scantlings of Timber.					Thickness of Plank.										
TIMBER AND SPACE		30	Inches.	-	Inches.	Middle	Inches.	Ends	Outside.		Inches.	Inside.		Inches.	
Floors	sided	13 1/4	Moulded	15	-	Garboard Strakes	6	Limber Strakes	5						
1 st Foothooks	"	12 1/2	"	14	floor plank	Garboard to Bilge	4 3/4	Bilge Planks	7	13 to 6					
2 nd Ditto	"	10 1/2	"	12 1/2	Wales	Bilge Planks	6 1/2	Ceiling in Flat	4 1/2						
3 rd Ditto	"	10	"	12	Wales	Bilge to Wales	4 3/4	Ditto Bilge to Clamp	6 1/2						
Top Timbers	"	9 1/2	"	10	8 1/2	Wales	6 1/2	Hold Beam Clamps	6 1/2	17 1/2	5				
Deck Beams N ^o 30	Average Space }	4 8	"	10 1/2	13 1/2	18 1/2	"	14 1/2	12	Sheer Strakes	4 3/4	Deck Beam Ditto	6 1/2	14 1/2	5
Deck Beams, length amidships	"	32 6	"	14 1/2	12	Plank Sheers	4 1/2	Hold Beam Shelves	8 1/2	18 1/2	6 1/2				
Hold Beams N ^o 24	Average Space }	4 4	"	13 1/2	18 1/2	"	14 1/2	12	Water-Ways { Upper Deck	12	7	Deck Beam Ditto	7 1/2	18 1/2	6
Hold Beams, length amidships	"	33	"	14 1/2	12	Upper Deck	10 1/2	11							
Keel	"	15 1/2	"	16 1/2	"	Water-Ways { Lower Deck	4								
Scarphs of Ditto	"	8 1/2	"	16 1/2	"	Upper Deck	4								
Keelsons	"	18	"	19 1/2	"										
Scarphs of Ditto	"	18	"	19 1/2	"										
	"	4 3	"		"										

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.									
Copper		Iron		Copper		Iron		Copper	
Inches.		Inches.		Inches.		Inches.		Inches.	
Heel-Knee, and Deadwood abaft	1 3/8			Transoms and throats of Hooks	1 3/8			Hold Beam Bolts in	
Scarphs of Keel N° 8	1 1/8			Arms of Hooks	1 1/8			Knees	1 1/4
Keelson Bolts through Keel at each Floor	1 3/8			Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1 1/8			Shelf & Clamp	1 1/4 1 1/8
Bolts through Heels of Timbers against Deadwood	1 1/8			Butt End Bolts	3/8			Waterway	1 1/2 1
				Pintles of the Rudder	1 1/2			Knees	1 1/2
								Shelf & Clamp	1 1/2 1
								Nails or Bolts in Flat of Deck	1
								Treenails	1 3/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 4 to 6 Inches.
The Floors consist of Oak & Jamora The First Foothooks of Oak Chesnut & Jamora Timber.
The Second Foothooks of Oak & Jamora The Third Foothooks and Top Timbers of Jamora
The Shifts of the First and Second Foothooks are not less than 5 Feet N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are 5 & 6 Feet
The Frame is square squared from the First Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is square
The alternate Frames are all bolted together to the Gunwale. all built in frames N. B. If not, state how bolted.
The Butts of the Timbers are quite close together; their thickness not less than 1/2 of the entire moulding at that place.
The Frame is cross chocked with u Butt at each end of the chock. to 2' of head The Main Keel is Oak
The Main Keelson is Oak and is free from all defects. The False Keelson is Oak
The Stem, and Stern Post, consist of Oak The Transoms, Aprons, Knight Heads, and
Hawse Timbers of Oak & Jamora Deadwood, of Oak & Jamora and are quite free from all defects.
The Deck and Hold Beams consist of Jam, Oak & Red Pine The Breasthooks of Jamora The Knees of Jamora
Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Oak, Elm Jam & Red Pine
or to the First Foothook Heads }
From the above named Height to the Light Water Mark Red Pine
From the Light Water Mark to the Wales Red Pine
The Wales and Black-strakes are Red Pine & Jamora The Topsides Jamora Oak & Red Pine
The Sheer-strakes and Plank-sheers Jamora & Oak The Water-ways { Upper Deck White Pine
Lower Deck Jam & Oak
The Decks White Pine State of good
The Shifts of the Planking are not less than 5 Feet 6 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 thru between, and without step-buttling.
Planking Inside.—The Limber-strakes and Bilge-strakes are Jamora & Oak & Elm
The Ceiling, Lower Hold, and between Decks Red Pine & Jamora Shelf Pieces and Clamps Oak & Red Pine
Fastenings.—To Hold Beams Lodging Knees

Deck Beams Lodging Knees
Number of Breasthooks Six Pointers 1/2" Jamora Crutches 2 Jam & Knees across
Butts End Bolts are of Wrought in the Bottom, and one Bolt in each Butt End through and clenched. transom at lower deck
Bilge and Limber Strakes are Wrought bolted through and clenched. Treenails of Wrought, Oak & Elm How Made Jamora
Thickstuff over Double Floors are bolted through and clenched. General Quality of Workmanship very good
We certify that the above is a correct description of the several particulars therein given
Builder's Signature Henry Dinning Surveyor's Signature W Dinning



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
<i>One Surt Sails 21 Pieces</i>	Fore Sails,	Chain	90 1 3/4	Bower,	1 30.2
	Fore Top Sails,	Hempen Stream Cable	90 1 3/8		1 34.2
	Fore Topmast Stay Sails,	Hawser	90 9 1/2	Stream,	
	Main Sails,	Towlines	90 7 1/2		
	Main Top Sails,	Warp		Kedge,	
and		All of	quality.		

Her Standing and Running Rigging is sufficient in size and good in quality.

She has One Long Boat and Two Others

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

General Remarks and Statement and Date of Repairs, if any.

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 }

Special Survey

This ship is built with single floors and cross-frames connecting the keels of the lower Decks. The Plank is triple payed & Seamed & through. Remained the Ironails in Topsides are Leased. The Shims & Lower Deck Plank are double the Deck Plank & twist Deck Oiling single through better every timber and all are scarphed. The Lower Deck Waterway is let down 1 1/2 in Beams is through better every timber with 1 1/4 & through Knees & Beams with 1 1/8 Iron. The Keelson is better through Red at every Floor the Web through Cross-frames into Red. The three lower Bilge Lags are better together every 4 feet. The Keelson is better from outside through every timber the others through alternate timber before planing. The Upper Deck Waterways are better alternately through every timber. The main one through Beams and Knees into Hull. The Lower Breast Work & Orlop have Iron Knees wrought in throat. The Workmanship is very good throughout I think her faithfully built and when Iron Knees & Bidders are fitted eligible to be Classed 7A

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 7A

The Amount of the Fee.....£ 5 : - : - is received by me,

Special£ 37 : 16 : 11

Certificate£ : : :

Committee's Minute 27th Jan'y 1857

Character assigned For 7 Years

Thos. Muzius