

No. 7831 Survey held at Sunderland Date 2nd December 62 and 4 June 1863
 on the Brig Piccadilly Master D. Sim
 Old Tonnage New 169.43 Built at Sunderland When built 1863 Launched 10th May
 By whom built Taylor & Scouler Owners Macdonald & Kirkwood
 Port belonging to F. & J. Scouler Destined Voyage S.S.C. & H.
 If surveyed while Building, Afloat, or in Dry Dock ~~Whilst building~~

Scantlings of Timber.	Feet.		Inches.		Extreme Breadth Outside		Feet.		Inches.		Depth of Hold		Feet.		Inches.	
	Sided.	Moulded.	In Ship.	Moulded.	Required per Rule.	Sided.	Middle.	Ends.	In Ship.	Middle.	Required per Rule.	Inside.	In Ship.	Middle.	Required per Rule.	
TIMBER AND SPACE	20					20	8	8	2	2	2	Limber Strakes	5x10	3		
Floors	82.9	82	74	74		7	7	7	2	2	"	Bilge Planks	4	3		
1 st Foothooks	7.8					6	6	6	4	4	"	Ceiling in Flat	2	2		
2 nd Ditto	62.7	62	62	62		6	6	6	2	2	"	Ditto Bilge to Clamp	3	2		
3 rd Ditto	62.7	62	62	62		6	6	6	2	2	"	Hold Beam Clamps ..	4	—		
Top Timbers	64	64	64	64		6	6	6	4	4	4	Deck Beam Ditto ..	3	2		
Deck Beams, length amidships	196	196	196	196		74	74	74	6	6	6	Ceiling 'twixt Decks	2	2		
Beams { N° 3 Average Space }	4	4	4	4		8	8	8	6	6	6	Hold Beam Shelves ..	10	3		
Beams { N° 7 Average Space }	4	4	4	4		8	8	8	6	6	6	Deck Beam Ditto ..	10x5	8 ¹ / ₂		
Hold Beams, length amidships	136	136	136	136		10	10	10	Upper Deck	7 ¹ / ₂ x8 ¹ / ₂	7 ¹ / ₂ x6	Waterways { Lower Deck }				
Keel	104	132				46			Ditto, faying surface against Timbers ..	8	8					
Scarps of Ditto	51					11	11	11	Upper Deck	2	2					
Keelsons	12	11 ¹ / ₂				37										
Scarps of Ditto	39															

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

Copper Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Copper Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Copper Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	1	1	Transoms and throats of Hooks	14	14	Hold Beam	Waterway ..	
Scarps of Keel, N° 6	13	12	Arms of Hooks	16	16	Bolts in	Knees	112
Keelson Bolts through Keel at each Floor	14	14	Thro' Bilge & Limber Strakes	16	16	Deck Beam	Waterway ..	11
Bolts thro' Heels of Timbers against Deadwood	16	16	Thickstuff over Double Floors	16	16	Bolts in	Knees	1211
			Butt End Bolts	16	16		Shelf or Clamp	16
			Pintles of the Rudder	2	2		Nails or Bolts in Flat of Deck	5296
							Treenails .. Inches	18

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 5 Inches.

The Floors consist of German English Oak The First Foothooks of German Oak, for lower

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

The Shifts of the First and Second Foothooks are not less than 3/6 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are sufficient

The Frame is fairly squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is the same

The Frames are bolted together to the Gunwale. some floor heads N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1/4 of the entire moulding at that place.

The Frame is cross-chocked without Butt at each end of the chock. The Main piece of Rudder is E Oak of Windlass is E Oak

The Keel is E. A. Elm The Main Keelson is Greenheart and free from all defects.

The Stem, and Stern Post of English Oak The Transom, Knight Heads, Hawse Timbers,

and Aprons of English Oak Deadwood, of Oak fair rule and are free from all defects.

The Deck and Hold Beams of German Oak The Breasthooks of Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is American Elm
 or to the First Foothook Heads

From the above named Height to the Light Water Mark German Saurie oak

From the Light Water Mark to the Wales Saurie Oak

The Wales and Black-strokes are Saurie Oak The Topsides & Sheer-strokes Greenheart Saurie Oak

The Spinketting and Plank-shears Saurie Oak The Water-ways { Upper Deck Red Pine Saurie Oak

The Decks Yellow Pine State of Good

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

Planking Inside.—The Limber-strokes and Bilge-strokes are Saurie Oak

The Ceiling, Lower Hold, and between Decks Saurie Oak Shelf Pieces and Clamps Saurie German Oak

Fastenings.—To Hold Beams Two pairs of long hanging knees and one short pair

Deck Beams ~~Half piece 10x5; Waterway 7¹/₂x8¹/₂ doweled to beams and in the scaphis~~
~~over hanging knees in the stanchions and to the beams along the head~~
~~of deck timbers of knee pieces and nine pairs of hanging knees~~

Number of Breasthooks Four Pointers in transom & transom Crutches Two

Butt End Bolts are of ~~10x5 above~~ in the Bottom: 2 Bolts in each Butt End ~~one of each~~ through and clenched.

Bilge and Limber Strakes 10m bolted through and clenched. Treenails of E Oak How Made turned

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 Taylor & Scouler Surveyor's Signature W. J. Ward

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

She has SAILS.		CABLES, &c.			ANCHORS, and their weights.		
N°.		Certific'd produced Chain Hempen Stream Cable	Fathoms.	Inches.	N°.	Weight.	
2	Fore Sails,	Tested to 28 ¹ / ₂ tons	180	1 ¹ / ₄	Bower	11. 3. 21	
2	Fore Top Sails,	Hempen Stream Cable	60	3 ¹ / ₂	Catg. code prod. of 1 ¹ / ₂ tons	11. 2. 15	
2	Fore Topmast Stay Sails,	Hawser	28	6	"	10. 3. 14	
1	Main Sails,	Towlines	75	7	Stream,	3. 0 14	
2	Main Top Sails,	Warp	75	4	Kedge,	2. 1 1. 1. 0	
and	<u>This as usual</u>	All of <u>Good</u> quality.					

Her Standing and Running Rigging Wire & Iron - sufficient in size and Good in quality.

She has one Long Boat and one other

The present state of the Windlass is Good, Capstan Good, Rudder Good, Pumps Good

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}
- Built under Special Survey between 2nd April 62 and 14th June 63*

This vessel is fastened with Yellow Metal to the exclusion of iron as prescribed by the Rules Section 46. For vessels claiming an additional Year for Metal fastenings Taylor & Fowler ~

The compensation submitted by the builders and approved by the Committee, on account of her length exceeding eight times her depth of hold (see Secretary's letter 9th July '63) has been fully given, and to some extent increased by the fastenings in the break of deck aft which is not shown in the tracing of the proposed vessel

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good
~~Painted during progress of draft and examined by having in the seams~~
If Sheathed, Doubled, Felted, or Coppered Yellow Metal on full When last done May 63 in dry dock

I am of opinion this Vessel should be Classed J&J

The Amount of the Fee.....£ 2: .. : .. is received by me,
Order No 1836 Special£ 8: 3: ..

Certificate£ ..: .. : ..

Committee's Minute 12th June 1863

Character assigned

A 1 for 9 Years

W. J. Marshall

F. J. Marshall

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Lloyd's Register
Foundation