

Par 22/2/64 8035

Survey held at Sunderland Date 26th June 63 and 9th February 1864
 the B " ~~Kirkcudbright~~ " Aboyne Master Jas Grant
 tonnage 444.79 Built at Sunderland When built 1863 Launched 22nd Jan 1864
 by whom built D Douglas Owners Moodie &
 Port belonging to London Destined Voyage N^od China
 If Surveyed while Building, Afloat, or in Dry Dock ~~Hull-building~~

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	Sided,	In Ship.	Moulded.	Sided.	Middle.	Ends.	Required per Rule.	In Ship.	Required per Rule.	In Ship.	Required per Rule.	In Ship.	Required per Rule.	
Scantlings of Timber.														
TIMBER AND SPACE	9 ¹ / ₂													
Floors	12 ¹ / ₂	12 ¹ / ₂	10 ¹ / ₂	11 ¹ / ₂	11 ¹ / ₂	10								
1 st Foothooks	12 ¹ / ₂	12 ¹ / ₂	10	10	10	10								
2 nd Ditto	9 ¹ / ₂	10	8 ¹ / ₂	9	8 ¹ / ₂	8 ¹ / ₂								
3 rd Ditto	8 ¹ / ₂		6	8 ¹ / ₂	8 ¹ / ₂	8 ¹ / ₂								
Top Timbers	8 ¹ / ₂		6	8 ¹ / ₂	8 ¹ / ₂	8 ¹ / ₂								
Deck Beams, length amidships	26 ¹ / ₂													
Hold Beams { Average Space }	4 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	7 ¹ / ₂	8 ¹ / ₂	8 ¹ / ₂	7 ¹ / ₂							
Keel	13 ¹ / ₂	18		13	13									
Scarphs of Keel	11 ¹ / ₂			7 ¹ / ₂										
Keelsons	14 ¹ / ₂	15		14	14									
Scarphs of Keelsons	6 ¹ / ₂			5 ¹ / ₂										
Scarphs of Ditto														
Waterways														
Ways														
Ditto, faying surface against Timbers														
Upper Deck														
Upper Deck														
Thickness of Plank.														
Outside.														
Garboard Strakes	4													
Garboard to Bilge	4													
Bilge Planks	4 ¹ / ₂													
Bilge to Wales	3 ¹ / ₂	6												
Wales	5													
Topsides	4													
Sheer Strakes	4													
Plank Sheers	3 ¹ / ₂													
Waterways	9 ¹ / ₂	X 10												
Ways														
Upper Deck	6													
Upper Deck	3													
Inside.														
Lumber Strakes	4													
Bilge Planks	4													
Ceiling in Flat	2 ¹ / ₂													
Ditto Bilge to Clamp	3													
Hold Beam Clamps	3 ¹ / ₂	8 ¹ / ₂	4											
Deck Beam Ditto	4													
Ceiling 'twixt Decks	2 ¹ / ₂													
Hold Beam Shanks	8 ¹ / ₂													
Deck Beam Ditto	4													

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	Hold Beam Bolts in	Waterway ..	Copper Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	14.1 ¹ / ₂	1 ¹ / ₂	Transoms and throats of Hooks	1 ¹ / ₂	1 ¹ / ₂	Hold Beam Bolts in	Knees ..	16.1 ¹ / ₂	16.1 ¹ / ₂	16.1 ¹ / ₂
Scarphs of Keel, N°.	15 ¹ / ₂	15 ¹ / ₂	Arms of Hooks ..	15 ¹ / ₂	15 ¹ / ₂	Waterway ..	Knees ..	16.1 ¹ / ₂	16.1 ¹ / ₂	16.1 ¹ / ₂
Keelson Bolts through Keel at each Floor ..	16.	16.	Thro' Bilge & Limber Strakes	16.	16.	Deck Beam Bolts in	Shelf or Clamp	16.	16.	16.
Bolts thro' Heels of Timbers against Deadwood ..	16.	16.	Thickstuff over Double Floors	16.	16.	Waterway ..	Knees ..	16.	16.	16.
			Butt End Bolts ..	13.1 ¹ / ₂	13.1 ¹ / ₂	Knees ..	Shelf or Clamp	16.	16.	16.
			Pintles of the Rudder ..	2 ¹ / ₂	2 ¹ / ₂	Nails or Bolts in Flat of Deck	6.	6.	6.	6.
						Treenails .. Inches	14	14	14	14

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2¹/₂ Inches. The Space between the Top-Timbers is 1¹/₂ Inches.

The Floors consist of German Oak, see E Oak The First Foothooks of German Oak per rule

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 4¹/₂ 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 well squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is the same

The Merlato Frames are bolted together to the Gunwale. From Floor heads N.B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 3¹/₂ of the entire moulding at that place.

The Frame is chocked with Butt at each end of the chock. The Main piece of Rudder is Oak of Windlass is Oak

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

The Stem, and Stern Post of English Oak Deadwood, of English Oak and are free from all defects.

The Deck and Hold Beams of E Oak Greenheart Oak per rule The Breasthooks of E Oak The Knees of E Oak

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} the Plank is Dougall

From the above named Height to the Light Water Mark Dougall

From the Light Water Mark to the Wales Dougall

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

The Spirketting and Plank-sheers Greenheart Oak Upper Deck Greenheart Oak

The Decks Yellow pine Lower Deck

The Shifts of the Planking are not less than 5 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 between, and without step-butting.

Planking Inside.—The Limber-strokes and Bilge-strokes are Dougall

The Ceiling, Lower Hold, and between Decks Dougall Shelf Pieces and Clamps Dougall

Fastenings.—To Hold Beams Iron Jodging knees to every beam and ten pairs of knees of keel riders

Deck Beams Iron Jodging knees to every beam and fifteen pairs of hanging knees.

Number of Breasthooks six below deck Pointers two hooks Crutches one

Butt End Bolts are of G.W. above in the Bottom: 2 Bolts in each Butt End are in each through and clenched.

Bilge and Limber Strakes G.W. 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 Dennis A. Dougall Surveyor's Signature P. W. Murray

SLD935-0410

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

She has SAILS.

N.
Nearly
a
double
Sail
and
Fore Sails,
Fore Top Sails,
Fore Topmast Stay Sails,
Main Sails,
Main Top Sails,

CABLES, &c.		ANCHORS, and their weights.	
Catfriesen	Tons. 34 ¹ / ₂	Pathoms.	Inches.
Chain	31 ¹ / ₂	240	18 ¹ / ₂
Hempen Stream Cable	60	710	Bower, 10 ¹ / ₂
Hawser	20	6	25 ¹ / ₂ 3
Towlines	20	82	18
Warp	20	5	Stream, 1
All of <u>Good</u> quality.			Kedge, 2

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

She has One Long Boat and Two Shrimps.

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 Bratt under special survey
2nd. When the Beams are put in, &c. between the 26th June 1863
3rd. { When completed, and before the plank be painted or payed } and the 9th February 1864

ES SHEPHERD

1, LIME

Not build by 1863

This vessel was 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 - Dennis A Douglass.

M^r Martens recommendations complied with

She has a false keel. The keel seam being rehoused when the same was fitted.

On several occasions during the construction of this vessel (which has been visited by me forty-six times) I have detected the builder in several very dishonest and deceitful actions -

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

If Sheathed, Doubled, Felted, or Coppered 1 Metal on felt When last done Sawg 186 in dry dock

I am of opinion this Vessel should be Clasped 10A1

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

Order No 11481 Special£ 22: 14: J. H.

Certificate£ : : : :

Committee's Minute 23rd February 1864

Character assigned A 1 for 10 Years

W. J. Thompson



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