

No. 8437 Survey held at Sunderland Date 19 June 1865  
on the Barque "Scotland" Master Wm. W. Stoker  
Tonnage under tonnage deck 375.35 Built at Sunderland When built 1865 Launched 1<sup>st</sup> May  
Ditto of poop or spar deck By whom built J. Stonehouse Owners Brightman & Co  
Total tonnage 375.35 Port belonging to London Destined Voyage Odeffe  
Surveyed while Building, Afloat, or in Dry Dock

Length as per section 39 ..	123	Feet.	Extreme Breadth Outside	20.1	Feet.	Depth of Hold	16.65	Feet.	Number of Decks	One
Length of Keel .....	115	Inches.	IN SHIP. REQUIRED PER RULE.			(Depth from limber-strakes to under side of lower deck beam	9.5			
<b>Scantlings of Timber.</b>										
TIMBER AND SPACE .....	25		Sided. Middle. Ends.	25.5		<b>Outside Plank.</b>	In Ship. Required Rule.	<b>Dimensions of Ship per Register,</b>		
Floors .....	11.5		11.5	11.5		Garboard Strakes ..	3.5	length <u>144.5</u> breadth <u>20.1</u> depth <u>16.65</u>		
1 <sup>st</sup> Foothooks .....	9.5		9.5	9.5		Garboard to Bilge ..	3.5	<b>Inside Plank.</b>		
2 <sup>nd</sup> Ditto .....	9.5		9.5	9.5		Bilge Planks .....	4	In Ship. Required Rule.		
3 <sup>rd</sup> Ditto .....	9.5		9.5	9.5		Bilge to Wales ....	3.5			
Top Timbers .....	7.5		7.5	7.5		Wales .....	5			
Deck } No. <u>26</u> Average } <u>4 feet</u>	9		9	9		Topsides .....	3.5			
Beams } Space } <u>4 feet</u>	9		9	9		Sheer Strakes .....	3.5			
Deck Beams, length amidships .....	25.5		25.5	25.5		Plank Sheers .....	3.5			
Hold } No. <u>14</u> Average } <u>5 feet 6"</u>	12		12	12		Water-Upper Deck	9.5			
Beams } Space } <u>5 feet 6"</u>	12		12	12		Ways Lower Deck				
Hold Beams, length amidships .....	26.5		26.5	26.5		Ditto, faying surface	5.5			
Keel .....	12.5		12.5	12.5		against Timbers ..	5.5			
Scarphs of Ditto .....	5.5		5.5	5.5		Upper Deck .....	3			
Keelsons .....	13.5		13.5	13.5						
Scarphs of Ditto .....	6.5		6.5	6.5						

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

Heel-Knee, & Deadw'd abaft	1.5		1.5		Transoms and throats of Hooks	1		1	Hold Beam	Waterway ..	1.5		1.5
Scarphs of Keel, No. <u>7</u>	1.5		1.5		Arms of Hooks .....	1.5		1.5	Bolts in	Knees .....	1.5		1.5
Keelson Bolts through Keel	1		1		Thro' Bilge & Limber Strakes	1.5		1.5		Shelf or Clamp	1.5		1.5
at each Floor .....	1		1		Thickstuff over Double Floors	1.5		1.5	Deck Beam	Waterway ..	1.5		1.5
Bolts thro' Heels of Timbers	1.5		1.5		Butt End Bolts .....	1.5		1.5	Bolts in	Knees .....	1.5		1.5
against Deadwood .....	1.5		1.5		Pintles of the Rudder .....	2.5		2.5		Shelf or Clamp	1.5		1.5
									Nails or Bolts in Flat of Deck				
									Treenails .... Inches	1.5		1.5	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 16.5 Inches. The Space between the Top-Timbers is 5.5 Inches.

The Floors consist of German Oak The First Foothooks of German Oak

The Second Foothooks of Eng. Oak The Third Foothooks and Top Timbers of Eng. Oak

The Shifts of the First and Second Foothooks are not less than 1/4 of breadth N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are not less than 1/4 of breadth

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

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

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

The Frame is fully alchocked with part Butt at each end of the chock. The Main piece of Rudder is Eng. Oak of Windlass is Eng. Oak

The Keel is German Oak The Main Keelson is Green heart and app. free from all defects.

The Stem, and Stern Post of Eng. Oak The Transoms, Knight Heads, Hay Timbers,

and Aprons of Eng. Oak Deadwood, of Eng. Oak and are app. free from all defects.

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

**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 } American Elm

From the above named Height to the Light Water Mark American Elm & German Oak

From the Light Water Mark to the Wales Dauntless Oak

The Wales and Black-strakes are Don Oak The Topsides & Sheer-strakes Don Oak & part of Green heart

The Spirketting and Plank-sheers Don Oak The Water-ways { Upper Deck German Oak

The Decks Yellow Pine State of Good Lower Deck Don Oak

The Shifts of the Planking are not less than Five Feet Four 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 Free between, and without step-buttling.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are German Oak

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

**Fastenings.**—To Hold Beams Don lodging knees, and hanging knees, and rider knees alternating

to every Beam and,

Deck Beams Don lodging knees, and hanging knees to each Beam and,

Number of Breasthooks Five under Main Deck Pointers and Three Crutches below Main Transom

Butt End Bolts are of Yellow Metal in the Bottom. Two Bolts in each Butt End One through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng. Oak How Made Shank

Thickstuff over Double Floors are 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 Thomas Stonehouse Surveyor's Signature Thomas Stonehouse



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

She has SAILS.			CABLES, &c.			ANCHORS, &c.		
N <sup>o</sup> .				Fathoms.	Size.	Tested to, as per Certificate.	N <sup>o</sup> .	Weight. Ex. Stock. Tested to, as per Certificate.
2	Fore Sails,		Chain .....	45	1 1/4	28 1/10		
1	Fore Top Sails,		Hempen Stream Cable ..	195	1 1/2	31	3	13.2.19 = 15.6.0 0
2	Fore Topmast Stay Sails,		Hawser <u>Chain</u> .....	80	6 1/2			12.0.9 = 13.17.2 0
1	Main Sails,		Towlines .....	60	1 1/6			13.2.16 = 15.5.8 0
2	Main Top Sails,		Warp .....	80	8		1	6.1.7
and others as usual			All of <u>Good</u> quality.	80	5		2	3.1.0
								1.2.0

Her Standing and Running Rigging Wire and Hemp sufficient in size and Good in quality.

She has One Long Boat and 2 others

The present state of the Windlass is Good Capstan Chain Rudder 2 Pumps 2 Metal Good

Order for Special Survey,

No. 1626 Date 27<sup>th</sup> Octob. 1864

Order for Ordinary Survey,

No.      Date     

DATES of Surveys held while building, as per Section 35.

- 1st. When the Frame is completed Build under Special
- 2nd. When the Beams are put in, &c. Survey from 14 Oct 1864
- 3rd. { When completed, and before the plank be painted or payed } to the present state

### General Remarks

All the external Bolts in this vessel are of Yellow Metal to the entire exclusion of iron, except the vertical Bolts in the waterways, which are of Galvanised iron, and nearly all the Bolts on the inside are of Galvanised iron. The heels of the Timbers against the fore and after deadwoods are also bolted through and clenched with Yellow Metal.

Thomas Stonehouse

The testing certificates of Anchors and Chain Cables have been produced, issued from the Lipton proving Machine and signed by M<sup>r</sup>. David Logan

Certificates of Anchors dated 27 April and 9 June 1865  
" " Chain Cables " 27 " " 8<sup>th</sup> June "

James Logan

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on Felt to Water When last done June 1865

I am of opinion this Vessel should be Classed G. & A. 1.

The Amount of the Fee.....£ 4 : " : " is received by me,

Special .....£ 18 : 15 : " John

Certificate ....£ " : " : " John

Committee's Minute 20<sup>th</sup> June 18 65

Character assigned A 1 for 9 Years



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