

No. 793 Survey held at Guernock Date 2^d December 1879
 on the New Angus Elizabeth Master George Hamilton
 Tonnage 151 0 m. Built at Guernock When built 21 Nov. 1879
 By whom built Robert Steel & Co. Owners Thomas Hamilton & Co.
 Port belonging to Guernock Destined Voyage Guernock to Calcutta
 If Surveyed Afloat or in Dry Dock Methods

793
 [Signature]

Length aloft..... 110 Feet 11 Inches. Extreme Breadth 21 Feet 10 Inches. Depth of Hold 19 Feet 10 Inches.

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	13 1/2		
Floors..... sided	18	Moulded	14
1 st Foothooks..... "	11	"	11
2 nd Ditto..... "	10	"	10
3 rd Ditto..... "	9 3/4	"	9
Top Timbers..... "	8 1/2	"	8 1/2
Deck Beams..... Number of <u>11</u>	11	"	11 3/8
Hold Beams..... Do. do. <u>14</u>	13	"	13 9/16
Keel..... "	15	"	15
Kelsons..... "	14 1/2	"	14 3/4

Thickness of Plank.

Outside.		Inches.	Inside.		Inches.
Keel to Bilge.....		1	Foot Waling.....		1 1/2
Bilge Planks.....	1 1/2	1 1/2	Bilge Planks.....	1 1/2	1 1/2
Bilge to Wales.....	2 1/4	2 1/4	Ceiling in Flat.....	3 1/2	3 1/2
Wales.....	1	1	Ditto-Bilge to Clamp.....	3	3
Topsides.....	3	3	Hold Beam Clamps.....	3 1/2	3 1/2
Sheer Strakes.....	3 1/2	3 1/2	Deck Beam Ditto.....	3 1/2	3 1/2
Plank Sheers.....	3 1/2	3 1/2	Ceiling 'twixt Decks.....	3	3
Water-ways.....	9	9	Hold Beam Shelves.....	5 1/2	5 1/2
Upper Deck.....	3 1/2	3 1/2	Deck Beam ditto.....	9 1/2	9 1/2

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	1 1/2	Bolts thro' the Bilge and Foot Waling.....	4	Hold Beam.....	1 1/2
Scarphs of Keel..... N ^o .	1	Butt End Bolts.....	3 1/2	Deck Beam.....	1 1/2
Floor Timber Bolts.....	1 1/2	Lower Pintle of the Rudder.....	3 1/2		
Kelson ditto.....	1 1/2			same in Iron above the Copper.....	1 1/2
Transoms and throats of Hooks.....	1 1/2				
Arms of Hooks.....	1				

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

Her Floors and first Foothooks are composed of British Oak Timber.
 Her other Foothooks and Top Timbers of British Oak.
 Her Shifts of the first and second Foothooks are not less than 4 ft to 4 ft 6 in. N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are Good.
 The Frame is all well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is all very well squared.
 The alternate Frames are all bolted together.

The Butts of the Timbers are close together; their thickness not less than 1/2 of the entire moulding at that place.
 The Frame is well chocked with 1 Butt at each end of the chock. Good chocks and full Butts stayed or drilled.
 The Main Kelson is composed of American Oak and the False Kelson of American Oak.
 The Scarphs of the Kelsons are not less than 2 feet 9 inches.
 The Deck and Hold Beams are composed of British and American Oak.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Quebec Rock Elm.
 From the first Foothook Heads to the Light Water Mark of American & African Oak.
 From the Light Water Mark to the Wales of African & British Oak.
 The Wales and Black-strakes are of Greenheart, African & British Oak.
 The Topsides of African & British Oak.
 The Sheer-strakes of Greenheart, African & British Oak. Decks, and state of, Yellow Pine New.
 The Gunwales of African Oak. Water-ways of Red Pine.
 Shifts of the Planking are not less than 1 1/2 Feet 11 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought two and four between the main and the Stringers of Quebec White Oak.
Inside.—The Clamps are composed of Quebec White Oak and the remainder of the Ceiling of Quebec White Oak and in hold deck Red Pine.

To Hold Beams Iron lagging pieces in chocks in square body, Double lagging British Oak Bars in long bodies with simple above and below them, and if standing in hold.
 To Hold Beams Iron lagging pieces in chocks in square body, Double lagging British Oak Bars in long bodies with simple above and below them, and if standing in hold.
 of Breasthooks Two below Main Mast Pointers Two pairs of Iron Bolts Crutches Two Iron-raft.
 Bolts are of Copper in the Bottom, and 1 Bolt in each Butt End through and clenched.
 Footwaling Copper bolted through and clenched. footwaling iron bolted.
 Quality of Workmanship Good.

that the preceding is a correct description of the above-named Vessel.

Builder's Name _____
 Surveyor's Name John P. Cunningham



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

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	240	Chain	1 7/8	3 Bower,
2	Fore Top Sails,	45	Hempen Stream Cable.....	8	1 Stream,
2	Fore Topmast Stay Sails,	45	Hawser	6	2 Kedge,
1	Main Sails,	80	Towlines	4 1/2	All of proper weight.
2	Main Top Sails,	60	Warp Stream Chain.....	1 5/8	
and <u>will found in other charts</u>		All of <u>good</u> quality.			

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

She has a Long Boat and olly Boat Rig

The present state of the Windlass is good with Capstan good and Rudder good

Two 4 Gun and Patent Anchors
Four leadumps good

General Remarks—Statement and Date of Repairs.

Laid on in April and Launched 21st November, 1839.
 Surveyed at the three prescribed periods, and at other times, Special
 white building, Frame all English, and Welsh oak, of good
 quality, and very well squared, built wholly in Frame, Shifts
 of timbers good, Grofs checked, and full Butts, Keyed or dowelled
 throughout; Planking and Girding as on other side, of good
 quality and well wrought, Shifts two and three between, three
 mostly and where two is wrought, the Butts are not on same time,
 number of Beams, as described, being securely fastened, to the sides
 with horizontal, and Diagonal Iron Knives, and Stringers, and
 the Stringer to Upper Deck Beams, and the Upper one, to half
 Beams, tapered from 3 to 9 inches in the siding, which makes the
 hanging and Standard Iron Knives to fit close.
 Upper and Butts Copper bolted through and clenched on rings,
 Ribson bolts through each floor and clenched on rings, on Main Deck
 an Iron Crutch, and two pair of Iron Riders aft, and the Wing
 and Rider Transoms are Knud to the sides; She is well finished
 and her Stores and furnishings, are of the best description.
 Special Survey fee £10-10/- Paid.

If Sheathed, Doubled, or Felted Yellow Metalled over Paper to the Walls

and Date when last done in November 1839

And AM of opinion this Vessel should be Classed "A1"

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

John W. Crossin

Committee Minute 18th Feb 1840

Character assigned A 1 for 10 Years



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