

No. 1250 Survey held at Glasgow Date 12th October 1842 1250
on the Schooner "Meteor" Master James Coutts
Tonnage 99 ^{108 old} new Built at Dumbarton When built July 1842
By whom built Wm Mure & Co Owners Mr Payne & Mr Andre
Port belonging to Glasgow Destined Voyage Glyde to London
If Surveyed Afloat or in Dry Dock on Rocks

Length aloft	68 ⁵ / ₁₀	Extreme Breadth	Amidships	17 ⁴ / ₁₀	Depth of Hold	10 ⁸ / ₁₀
Scantlings of Timber.			Thickness of Plank.			
Timber and Space	each 18	Inches.	Moulded	8 ¹ / ₂	Outside.	Inches.
Floors	sided 7 ¹ / ₂				Keel to Bilge	2
1 st Foothooks	" 8		"	7	Bilge Planks	3
2 nd Ditto	" 7		"	6	Bilge to Wales	2
3 rd Ditto	" 6 ¹ / ₂		"	5 ¹ / ₂	Wales	3 ¹ / ₂
Top Timbers	" 6		"	5	Topsides	2
Deck Beams	N ^o . of 9	" 8	" 7	5 ¹ / ₂	Sheer Strakes	2 ¹ / ₂
Quarter Deck Beams	" 4	" 5	" 5	4	Plank Sheers	2 ¹ / ₂
Hold Beams	N ^o . of 3	" 7	" 7	5 ¹ / ₂	Water-Ways	7
Keel	" 9	" 12	" 10 ¹ / ₂	8 3	Upper Deck	2 ¹ / ₂
Kelsons	" 9	" 10 ¹ / ₂	" 8 3			
Deck Beam Spaces. 4 feet 9 in. to 5 ft 10 in			Size of Bolts in Fastenings.			
Hold Beam Spaces. 11 ¹ / ₂ to 12 feet			Copper.			
Copper.			Iron.			
Heel-Knee, and Dead Wood abaft	" 7 ¹ / ₈		Bolts thro' the Bilge and Foot Waling	" 7 ¹ / ₈	Hold Beam	" 7 ¹ / ₈
Scarp of Keel	" 3 ¹ / ₄		Butt End Bolts	" 1 ¹ / ₂	Deck Beam	" 3 ¹ / ₄ & 5 ¹ / ₈
Floor Timber Bolts	" 7 ¹ / ₈		Lower Pintle of the Rudder	" 2 ¹ / ₈		
Kelson ditto	" 7 ¹ / ₈				same in Iron above the Copper	" 7 ¹ / ₈ & 3 ¹ / ₄
Transoms and throats of Hooks	" 7 ¹ / ₈					
Arms of Hooks	" 3 ¹ / ₄					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 ¹/₂ Inches. The Space between the Top-timbers is 2 to 5 ¹/₂ Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British Oak and are — free from all defects.

The Floors and first Foothooks are composed of British Oak Timber.
The other Foothooks and Top Timbers of British Oak
The Shifts of the first and second Foothooks are not less than 3 ft 2 in. to 3 ft 4 in. N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are Good
The Frame is fairly squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is fairly square
The alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are — close together; their thickness not less than 13 to 15 of the entire moulding at that place.
The Frame is — chocked with no Butt at each end of the chock. Crop Chocks and full Butts.
The Main Kelson is composed of African Oak and the False Kelson of British Oak
The Scarphs of the Kelsons are not less than four feet — inches.
The Deck and Hold Beams are composed of British and African Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm and Black Birch
From the first Foothook Heads to the Light Water Mark of Pitch pine
From the Light Water Mark to the Wales of British Oak greenheart and Morra
The Wales and Black-strakes are of British Oak greenheart & Morra The Topsides of British Oak
The Sheer-strakes and Plank-sheers of British Oak The Water-ways of Red pine
The Decks of Yellow pine State of New
The Shifts of the Planking are not less than 5 ft 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 Two and three between

Planking Inside.—The Limber-strakes are composed of British Oak the Bilge Planks of Brit. Amer. Oak
The Ceiling, Lower Hold, of American & British oak Between Decks of British and African Oak & greenheart
Shelf Pieces of American Oak Clamps of British and African Oak

Fastenings.—To Hold Beams Iron lodging knees, and hanging Iron knees.
Deck Beams Yell's Patent Binding & Strainer, with four pair of diagonal Iron hanging & standard knees & four pair of diagonal Iron knee Riders over Bilges.
Number of Breasthooks Three Pointers — Crutches —
Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched.
Bilge and Footwaling Yellow Metal bolted through and clenched.
General Quality of Workmanship very fair Two transom knees

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Name

Surveyor's Name

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 .	
	Fore Sails,	160	Chain	1 1/2	2	Bower S,
	Fore Top Sails,	70	Hempen Stream Cable	6 1/2	1	Stream,
	Fore Topmast Stay Sails,	70	Hawser	3 1/4	2	Kedge S,
	Main Sails,	75	Towlines	3 1/2		
	Main Top Sails,	75	Warp	3		
	A complete suit of new Sails, and with Storm try sail, and Storm Libb spare.		All of <u>Good</u> quality.			

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

She has a Long Boat and Solby Boat

The present state of the Windlass is Good Capstan Double Winch and Rudder Good Two lead pumps good.
with patent purchase Good

General Remarks—Statement and Date of Repairs.

Launched in August 1841, launched in July 1842, and has not since been employed. Frame all English and Scotch Oak, of good quality, and very fairly squared. Shifts of Timber good. Built wholly in frame. Cross chocks and full Butts. Planking and Ceiling of good quality, fairly wrought, and shifted two and three between, and where two is wrought, the Butt is not on same Timber, & these shifts being partial, do not affect the general strength of the vessel. Number of Beams, Spars, and fastenings, as described. She is Bilge and Butt Yellow Metal bolter, through and clenched on rings; and the Nelson bolts into each floor, through, and clenched on rings on main keel. She is fairly finished, & her stores and furnishings are complete, and of a good description.

If Sheathed, Doubled, Felted, or Coppered Single Bottom, & Copper fastenings When last done

I am of opinion this Vessel should be Classed "10A1."

The Amount of the Fee.....£ 1 : " : " is received by me,

Special£ 10 : 10 : ..

John P. Crossman

Committee's Minute 4th November 1842

Character assigned A 1 for 10 years

[Signature]



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