

1324

No. 1324 Survey held at Dumbarton Date 17th April 1843
on the Schooner "Robt the Ranter" Master John Harris
Tonnage 97^{old} 77^{new} Built at Dumbarton When built 21st April 1841
By whom built Arch^d McMillan Owners Rob^t Neilson & others
Port belonging to Glasgow Destined Voyage Glyde Coaster
If Surveyed Afloat or in Dry Dock or Slip Dock

Length aloft	Feet. <u>63</u> Inches. <u>4</u> / <u>10</u>	Extreme Breadth	Feet. <u>16</u> Inches. <u>3</u> / <u>10</u>	Depth of Hold	Feet. <u>9</u> Inches. <u>7</u> / <u>10</u>
Scantlings of Timber. Timber and Space..... each <u>20</u> Floors..... sided <u>8 1/2</u> Moulded <u>8 1/2</u> 1 st Foothooks..... " <u>7 1/2</u> " <u>7</u> 2 nd Ditto..... " <u>7</u> " <u>6 1/2</u> 3 rd Ditto..... " <u>6 1/2</u> " <u>5 1/2</u> <u>4 1/2</u> Top Timbers..... " <u>8 1/2</u> " <u>8</u> <u>5 1/2</u> Deck Beams N ^o . of <u>14</u> " <u>7 1/2</u> " <u>7 1/2</u> <u>6</u> Hold Beams N ^o . of <u>2</u> " <u>11</u> " <u>12</u> Keel..... " <u>11 1/2</u> " <u>11 1/2</u> <u>3</u> Kelsons..... " <u>11 1/2</u> " <u>11 1/2</u> <u>3</u> Deck Beam spaces, <u>2 ft 9 in.</u> to <u>4 feet</u> .			Thickness of Plank. <div> Outside. Keel to Bilge <u>2 1/4</u> Bilge Planks <u>3 1/2</u> Bilge to Wales <u>2 1/4</u> Wales <u>3 1/2</u> Topsides <u>2</u> Sheer Strakes <u>2 1/2</u> Plank Sheers..... <u>2 1/2</u> Water-Ways <u>5 1/2</u> Upper Deck <u>2 1/2</u> </div> <div> Inside. Foot Waling <u>2</u> Bilge Planks <u>3</u> Ceiling in Flat <u>2</u> Ditto Bilge to Clamp <u>2</u> Hold Beam Clamps <u>3</u> Deck Beam Ditto..... <u>3</u> Ceiling 'twixt Decks Hold Beam Shelves Deck Beam Ditto..... <u>4</u> x <u>11</u> Upper deck spiketting..... <u>2 1/4</u> </div>		
Copper. Heel-Knee, and Dead Wood abaft Scarphs of Keel..... N ^o . Floor Timber Bolts Kelson ditto Transoms and throats of Hooks Arms of Hooks			Size of Bolts in Fastenings. Copper. Bolts thro' the Bilge and Foot Waling Butt End Bolts Lower Pintle of the Rudder <u>2 1/4</u> Iron. Hold Beam Deck Beam same in Iron above the Copper.....		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 to 3 Inches. The Space between the Top-timbers is 3 to 5 1/2 Inches. The Stem, Stern Post, are composed of _____ the Transoms, Aprons, Knight Heads, Hawse Timbers, of British Oak and are _____ free from all defects. The Floors and first Foothooks are composed of Elm, Ash, & Birch Timber. The other Foothooks and Top Timbers of Larch & British Oak. The Shifts of the first and second Foothooks are not less than _____ N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are _____. The Frame is _____ squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is fairly square. ^{Some of the} alternate Frames are _____ bolted together. N. B. If not, state how bolted. The Butts of the Timbers are _____ close together; their thickness not less than _____ of the entire moulding at that place. The Frame is _____ chocked with _____ Butt at each end of the chock. The Main Kelson is composed of Red Pine and the False Kelson of Elm. The Scarphs of the Kelsons are not less than _____ feet _____ inches. in one piece. The Deck and Hold Beams are composed of Larch & American Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm & Black Birch. From the first Foothook Heads to the Light Water Mark of Elm & Black Birch. From the Light Water Mark to the Wales of Red Pine. The Wales and Black-strakes are of American Oak The Topsides of Red Pine. The Sheer-strakes and Plank-sheers of Red Pine The Water-ways of Red Pine. The Decks of Yellow Pine. State of Good. The Shifts of the Planking are not less than 506 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 & three between

Planking Inside.—The Limber-strakes are composed of Elm & Black Birch the Bilge Planks of Elm. The Ceiling, Lower Hold, of Red & Yellow Pine Between Decks of _____. Shelf Pieces of Red Pine Clamps of Red Pine. **Fastenings.**—To Hold Beams Iron lodging knees. Deck Beams Double lodging knees of Larch & Stringer. Number of Breasthooks four Pointers _____ Crutches _____. Butts End Bolts are of Iron in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Footwaling Iron bolted through and clenched. General Quality of Workmanship 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,	130	Chain	15 7/8	2	Bower, S,
	Fore Top Sails,	50	Hempen Stream Cable	6	1	Stream,
	Fore Topmast Stay Sails,	65	Hawser	4 1/2	1	Kedge,
	Main Sails,	70	Towlines	2 1/2		
	Main Top Sails,		Warp			
and generally well found in			All of <u>good</u> quality.			

Her Standing and Running Rigging found to be sufficient in size and good in quality.

She has a Long Boat and Solly Boat.

The present state of the Windlass is good Capstan double and Rudder good Two lead pumps good.

General Remarks—Statement and Date of Repairs.

*Built at Dumbarton, not surveyed while building.
At present, two pair of diagonal iron hanging knee riders, to Deck Beams,
Side arms over Bilges. Through Butt & Bilge bolts with iron, and clenched.
Caulked all over, and she is now in good condition.*

If Sheathed, Doubled, Felted, or Coppered Single Bottom all iron fastened When last done _____

I am of opinion this Vessel should be Classed "5A1" or deducting one year for refusing Survey while Building, "4A1."

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,

Special£ - : - : -

Committee's Minute 2nd May 1849

Character assigned 4A1

Certificate of classification requested.



© 2021

Lloyd's Register
Foundation