

No. 1536 Survey held at Glasgow Date 27th July Recd 1 Aug 1844
on the Ship "Chaucer" Master John Elder
Tonnage 245 old 277 new Built at Glasgow When built 18th July 1844
By whom built Robert Barclay & Co Owners John Elder and others
Port belonging to Glasgow Destined Voyage Glasgow to Schaboe and Mauritius
If Surveyed Afloat or in Dry Dock On Stocks

Length aloft	93 ^{Feet.} ^{Inches.} $\frac{10}{16}$	Extreme Breadth	21 ^{Feet.} ^{Inches.} $\frac{10}{16}$	Depth of Hold	15 ^{Feet.} ^{Inches.} $\frac{10}{16}$
Scantlings of Timber.					
Timber and Space	each	26	Inches.	Inches.	Inches.
Floors	sided	12	Moulded	12 $\frac{1}{2}$	
1 st Foothooks	"	11	"	10 $\frac{1}{2}$	
2 nd Ditto	"	9 $\frac{1}{2}$	"	8 $\frac{1}{2}$	
3 rd Ditto	"	8	"	7	
Top Timbers	"	7	"	6	5
Deck Beams	N ^o . of	13	"	9 $\frac{1}{2}$	6
Quarter Deck Beams	"	7	"	6 $\frac{1}{2}$	5
Hold Beams	N ^o . of	12	"	10 $\frac{1}{2}$	8
Keel	"	11	"	14	"
Kelsons	"	13 $\frac{1}{2}$	"	15	6 $\frac{1}{2}$
Thickness of Plank.					
Outside.					
Keel to Bilge	Inches.	3	Inside.		
Bilge Planks	"	4 $\frac{1}{2}$	Foot Waling	Inches.	3 $\frac{1}{2}$
Bilge to Wales	"	3	Bilge Planks	"	4 $\frac{1}{2}$
Wales	"	4 $\frac{1}{2}$	Ceiling in Flat	"	3
Topsides	"	2 $\frac{1}{2}$	Ditto Bilge to Clamp	"	3
Sheer Strakes	"	3 $\frac{1}{2}$	Hold Beam Clamps	"	3 $\frac{1}{2}$
Plank Sheers	"	3	Deck Beam Ditto	"	3 $\frac{1}{2}$
Water-Ways	"	7	Ceiling 'twixt Decks	"	2 $\frac{1}{2}$
Upper Deck	"	3	Hold Beam Shelves	"	4 $\frac{1}{2}$ x 12
Size of Bolts in Fastenings.					
Copper.					
Heel-Knee, and Dead Wood abaft	Inches.	1 $\frac{1}{8}$	Bolts thro' the Bilge and Foot Waling	Inches.	3 $\frac{1}{4}$
Scarphs of Keel	N ^o .	7 $\frac{1}{8}$	Butt End Bolts	"	5 $\frac{1}{8}$
Floor Timber Bolts	"	1 $\frac{1}{4}$ x 1 $\frac{1}{8}$	Lower Pintle of the Rudder	"	2 $\frac{3}{4}$
Kelson ditto	"	1 $\frac{1}{4}$ x 1 $\frac{1}{8}$	same in Iron above the Copper		
Transoms and throats of Hooks	"	1 $\frac{1}{8}$ x 1 $\frac{1}{8}$			
Arms of Hooks	"	7 $\frac{1}{8}$ x 1			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 4 Inches. The Space between the Top-timbers is 3 to 7 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 Foreign and 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. 9 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 well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is all well squared. 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 3 to 4 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. Crop Chocks, Scarphs, of full Butts. The Main Kelson is composed of American oak and the False Kelson of American oak. The Scarphs of the Kelsons are not less than five feet six inches. The Deck and Hold Beams are composed of British oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm. From the first Foothook Heads to the Light Water Mark of Pitch Pine and Foreign oak Woodends. From the Light Water Mark to the Wales of Pitch Pine, and Foreign oak Woodends. The Wales and Black-strakes are of African oak, Greenheart & Mahogany. The Topsides of Pitch Pine. The Sheer-strakes and Plank-sheers of African 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 thru throughout between

Planking Inside.—The Limber-strakes are composed of American oak the Bilge Planks of American oak. The Ceiling, Lower Hold, of American oak Between Decks of Pitch Pine. Shelf Pieces of American oak Clamps of American oak.

Fastenings.—To Hold Beams Double bolting iron knees on chocks, with stringer above and below Beams. Deck Beams Double diagonal pieces of African oak bolted out and in, & for raft, with stringer & a diagonal iron knee to every beam. Number of Breasthooks four below & one above, Pointers one pair of British oak Crutches one aft, of iron. 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 good Four 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 .	
2	Fore Sails,	180	Chain	1 3/16	3	Bower, { 14 " 2 " 12
1	Fore Top Sails,	75	Hempen Stream Cable	6 3/4	1	Stream, { 14 " 3 " 13
2	Fore Topmast Stay Sails,	75	Hawser	4 1/2	1	Kedge, -
1	Main Sails,	75	Towlines	3 1/2		
2	Main Top Sails,		Warp			
and well found in other sails			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 Silly Boat

The present state of the Windlass is Good Capstan Good and Rudder Good Two cast Metal pumps good

General Remarks—Statement and Date of Repairs.

Laid on in 1842. Launched 18th July 1844. Surveyed at the three prescribed periods, and at other times specially, while Building. Frame all English, and Scotch oak, with the exception of a few of the midship floors, which are of Quebec white oak, all of good quality, and well squared. Built wholly in frame. Shifts of timbers good. Cross chock, scarphs, and full Butts. Planking and ceiling of good quality well wrought, and shifted three between. Number of Beams, spars, and fastenings, as described. Sides and Butt, Yellow Metal bolser, through, and clenched on rings. Nelson bolts through each floor, and clenched on rings, on main keel. Two British oak pointers, and an iron crutch aft. Workmanship and finishings, very good; and her stores and furnishings are complete, and of a good description.

If Sheathed, Doubled, Felted, or Coppered Felted about three feet below the water When last done in July 1846.

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

The Amount of the Fee.....£ 3 : 0 : 0 is received by me,

Special£ 12 : 5 : 0

Committee's Minute 2nd August 1844

Character assigned A 1 for 1 year



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