

*a preference will be sent when the fee is paid*

No. \_\_\_\_\_ Survey held at Lumbarton Date 16<sup>th</sup> May 1849  
 on the Schooner "Water Nymph" Master Alex. Drysdale  
 Tonnage 80 <sup>20</sup>/<sub>44</sub> Built at Lumbarton When built Launched 12<sup>th</sup> May 1846  
 By whom built <sup>60</sup>/<sub>59</sub> <sup>100 Leamy & Rankin Owners John Melville  
 Port belonging to Glasgow Destined Voyage Hull  
 If Surveyed Afloat or in Dry Dock Building</sup>

Length aloft .....	Feet. Inches.	Extreme Breadth .....	Feet. Inches.	Depth of Hold .....	Feet. Inches.
	58 6		17 5 1/2		8 4
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Timber and Space.....	each	Inches.	Inches. Middle	Inches. Ends	
Floors.....	sided	8	Moulded 8	6 3/4	
1 <sup>st</sup> Foothooks.....	"	7	"	6 3/4	6
2 <sup>nd</sup> Ditto.....	"	6	"	6	5 1/2
3 <sup>rd</sup> Ditto.....	"		"		
Top Timbers.....	"	6	"	5 1/2	4
Deck Beams ....N <sup>o</sup> . of 11	"	7 1/2	"	7 1/2	5
Hold Beams ....N <sup>o</sup> . of	"		"		
Keel .....	"	9 1/2	"	10	
Kelsons .....	"	10	"	12 1/2	

<b>Size of Bolts in Fastenings.</b>		<b>Iron.</b>	
<b>Copper.</b> <u>Iron</u>	Inches. <u>1</u>	<b>Copper.</b> <u>Iron</u>	Inches. <u>1</u>
Heel-Knee, and Dead Wood abaft	<u>3/4</u>	Bolts thro' the Bilge and Foot Waling	<u>5/8</u>
Scarphs of Keel .... N <sup>o</sup> . <u>8</u>	<u>3/4</u>	Butt End Bolts	<u>5/8</u>
Floor Timber Bolts	<u>3/8</u>	Lower Pintle of the Rudder	<u>2</u>
Kelson ditto	<u>3/8</u>		
Transoms and throats of Hooks	<u>3/8</u>		
Arms of Hooks	<u>3/4</u>		
		same in Iron above the Copper	<u>3/4</u>

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 6 1/2 Inches. The Space between the Top-timbers is 2 6 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 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 feet 3

The Frame is fairly squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is fairly squared & free from sap

The alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are are close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is cross chocked with 5 Butt at each end of the chock.

The Main Kelson is composed of French oak and the False Kelson of American elm

The Scarphs of the Kelsons are not less than 6 feet ✓ 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 American rock elm, some B. Birch

From the first Foothook Heads to the Light Water Mark of Red pine

From the Light Water Mark to the Wales of Red pine

The Wales and Black-strakes are of French & Quebec white oak The Topsides of pitch pine

The Sheer-strakes and Plank-sheers of French & Quebec white oak The Water-ways of Red pine

The Decks of yellow pine State of Good

The Shifts of the Planking are not less than 5 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 3 Strakes between

**Planking Inside.**—The Limber-strakes are composed of pitch pine the Bilge Planks of Pitch pine

The Ceiling, Lower Hold, of Red pine Between Decks of Red pine

Shelf Pieces of none Clamps of Pitch pine

**Fastenings.**—To Hold Beams

Deck Beams Double British oak, Lodging knees to every beam

Number of Breasthooks Three Pointers ✓ Crutches 2 inner transoms

Butts End Bolts are of 5/8" iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling 5/8" bolted through and clenched.

General Quality of Workmanship Good

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

Builder's Name ✓

Surveyor's Name Wm. Robertson



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
/	Fore Sails,	150	Chain.....	1/8		Bower,	5 0 12
/	Fore Top Sails,	80	do <sup>1 1/2 inch</sup> Hempen Stream Cable .....	5 1/4		Stream,	2 2 4
/	Fore Topmast Stay Sails,	80	Hawser .....	3 1/2		Kedge,	0 3 0
/	Main Sails,		Towlines .....				
/	Main <sup>Gull</sup> Top Sails,		Warp .....				
and <u>other requisite sails</u>			All of _____ quality.				

Her Standing and Running Rigging Complete sufficient in size and good in quality.

She has one 15 feet Long Boat and \_\_\_\_\_

The present state of the Windlass is good, Capstan Well good and Rudder well fitted, good

**General Remarks—Statement and Date of Repairs.**

*This schooner is a good and well finished vessel,  
the timbers of the frame all British oak well seasoned.*

*Surveyed in accordance with the rules (and specially by me)  
during the progress while building*

*Deck beam spaces from bows 3 ft 3-3 1/2-3 1/4-3 1/2-3 1/2-10 1/2-3 1/2-4 1/2-4 1/2-4 1/2-4 1/2*  
*No 11*

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed A-1 & 2nd

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

Certificate 0 5 0

Special 5 5 0

4/9/47  
Paid  
vide Letter

Committee's Minute \_\_\_\_\_ 184 \_\_\_\_\_

Character assigned \_\_\_\_\_



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