

Rec 8/8/67

2234

No. 1 Survey held at Dumbarton Date 22<sup>nd</sup> February 1847 March 1847  
 on the Smack "New Odd Fellow" Master John Livingstone  
 Tonnage 59 <sup>60</sup>/<sub>100</sub> Built at Dumbarton When built Launched 17<sup>th</sup> February 1847  
 By whom built Denny & Rankin Owners William & John Livingstone  
 Port belonging to Dumbarton Destined Voyage Coastwise  
 If Surveyed Afloat or in Dry Dock Building Slip

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
	58 2		16 6		7 1

  

Scantlings of Timber.	Inches.	Moulded	Inches.		Thickness of Plank.	
			Middle	Ends	Outside.	Inside.
Timber and Space	each 20					
Floors	sided 7					
1 <sup>st</sup> Foothooks	" 6		7 6 1/2		Keel to Bilge	2
2 <sup>nd</sup> Ditto	" 6		6 1/2 5 1/2		Bilge Planks	3
3 <sup>rd</sup> Ditto	" 4		5 1/2 5		Bilge to Wales	2
Top Timbers	" 6		5 4		Wales	3
Deck Beams N <sup>o</sup> . of 9	" 8		8 6 1/2		Topsides	2
Hold Beams N <sup>o</sup> . of	" 8				Sheer Strakes	2 1/2
Keel	" 9		10		Plank Sheers	2 1/2
Kelsons	" 12		12 1/2		Water-Ways	2
Rudder			3		Upper Deck	2
					Foot Waling	2 1/2
					Bilge Planks	3
					Ceiling in Flat	2
					Ditto Bilge to Clamp	2
					Hold Beam Clamps	
					Deck Beam Ditto	3
					Ceiling 'twixt Decks	
					Hold Beam Shelves	
					Deck Beam Ditto	

  

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Close Inches. The Space between the Top-timbers is 3 1/4 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 to 3 1/4 inches. The Frame is fair squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is fair squared free from sap. 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 1/3 of the entire moulding at that place. The Frame is Cross chocked with — Butt at each end of the chock. The Main Kelson is composed of Red Pine and the False Kelson of American Elm. The Scarphs of the Kelsons are not less than — 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 Elm. From the first Foothook Heads to the Light Water Mark of Red Pine, Quebec Oak Hoops. From the Light Water Mark to the Wales of Red Pine, Quebec Oak Hoops. The Wales and Black-strakes are of Quebec Oak. The Topsides of Red Pine. The Sheer-strakes and Plank-sheers of Quebec Oak. The Water-ways of (Hand sheers from the Waterways). 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 Three Strakes between

**Planking Inside.**—The Limber-strakes are composed of American Elm the Bilge Planks of American Elm. The Ceiling, Lower Hold, of Red Pine Between Decks of Red Pine. Shelf Pieces of Quebec Oak Clamps of Red Pine.

**Fastenings.**—To Hold Beams  
 Deck Beams Double English Oak Lodging Pieces to every Beam  
 Number of Breasthooks Three Pointers 2 Hooks aft Crutches —  
 Butts End Bolts are of Yellow Metal in the Bottom, and Bolt in each Butt End through and clenched.  
 Bilge and Footwaling Yellow Metal 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 W. Robertson  
 Lloyd's Register Foundation

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> .	
1	Fore Sails,	130	Chain .....	13/16	2	Bower, <u>3"0"0 - 4"0"10</u>
3	<del>Fore Top Sails,</del> <u>Sibs</u>		Hempen Stream Cable .....		1	Stream, <u>2"0"0</u>
	Fore Topmast Stay Sails,	70	Hawser .....	5		Kedge,
1	Main Sails,		Towlines .....			
1	Main <sup>Top</sup> Sails,	70	Warp .....	1 1/2		
	and <u>Well found for other sails</u>		All of <u>good</u> quality.			

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

She has One 15 Foot Long Boat and \_\_\_\_\_

The present state of the Windlass is good <sup>"Dble Winch"</sup> ~~Capstan~~ good and Rudder good

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

*Surveyed in accordance with the Rules Section 35 at the three different stages while in progress of Building -*

*Has a round stem. is a strong well finished vessel intended for the coasting trade*

*Deck Beams are spaced about 16 feet with a long main Hatchway 15 feet*

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

I am of opinion this Vessel should be Classed A. 1. 6 years

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

Special .....£ 0 : 0 : 0

Certificate (if required) .....£ 0 : 5 : 0

Committee's Minute 9th March 1847

Character assigned A 1 for 6 years

*Please forward Certificate of Classification to Mr John Livingstone, Ship Master, Dumfries*

