

No. ✓ Survey held at Gumbarton Date 3rd April 1847 2270
 on the Brig "Maid of the Mill" Master Alexander Wilson
 Tonnage 197 $\frac{3}{4}$ Built at Gumbarton When built Launched 16th Feb 1847
 By whom built "Denny Rankin" Owners William Muir
 Port belonging to Glasgow Destined Voyage Montreal
 If Surveyed Afloat or in Dry Dock Dredging

Length aloft	Feet.	84	2	Extreme Breadth	Feet.	22	6	Depth of Hold	Feet.	13	6
Scantlings of Timber.				Thickness of Plank.							
Timber and Space	each	23			Outside.	Inches.		Inside.	Inches.		
Floors	sided	8 1/2	Moulded	9	2 3/4	Keel to Bilge	2 1/2	Foot Waling	3 1/2		
1st Foothooks	"	8	"	8 1/2	2 1/4	Bilge Planks	4	Bilge Planks	4		
2nd Ditto	"	7	"	7 1/4	6	Bilge to Wales	2 3/4	Ceiling in Flat	2 1/2		
3rd Ditto	"		"			Wales	4	Ditto Bilge to Clamp	2 1/2		
Top Timbers	"	6	"	6	4 1/2	Topsides	2 1/2	Hold Beam Clamps	3		
Deck Beams N° 18	Average Space } 4 feet	8	"	8	6	Sheer Strakes	3	Deck Beam Ditto	8		
Hold Beams N° 8	Average Space } 8 feet	9 1/2	"	10	8	Plank Sheers	3	Ceiling 'twixt Decks	2 1/2		
Keel	"	11	"	11		Water-Ways	6	Hold Beam Shelves	5x4x9		
Kelsons	"	11	"	12		Upper Deck	2	Deck Beam Ditto	5x4x9		
Size of Bolts in Fastenings, distinguishing whether											
Rider				Yellow Copper or Iron. Metal				Iron.			
Heel-Knee, and Dead Wood abaft				Bolts thro' the Bilge and Foot Waling				Hold Beam			
Scarphs of Keel N° 7				Butt End Bolts				Deck Beam			
Floor Timber Bolts				Lower Pintle of the Rudder							
Kelson ditto											
Transoms and throats of Hooks											
Arms of Hooks											

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Close Same as bilge apart Inches. The Space between the Top-timbers is 4 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 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 4 in N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 ft 6 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 and free from sap. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1 $\frac{1}{2}$ of the entire moulding at that place. The Frame is Crop chocked with a Butt at each end of the chock. The Main Kelson is composed of Greenheart and the False Kelson of American Elm. The Scarphs of the Kelsons are not less than 7 feet — inches. The Deck and Hold Beams are composed of English & French Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Rock Elm. From the first Foothook Heads to the Light Water Mark of Quebec White Oak. From the Light Water Mark to the Wales of Greenheart, African & English Oak. The Wales and Black-strakes are of African & British Oak The Topsides of Pitch Pine. The Sheer-strakes and Plank-sheers of African & British 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 Three Strakes between

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

Fastenings.—To Hold Beams Shelf & Double Iron Lodging Knees to every Beam. Deck Beams Shelf & Iron Staples Lodging Knees to every Beam. Number of Breasthooks None, (41 wood to deck) Pointers one pair Crutches one. Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling Y. 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 Signature _____ Surveyor's Signature _____



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 1/8	2	Bower, ^{as per lb} 12" 0" 0 ^{as per lb} 12" 0" 0
1	Fore Top Sails,	80	Hempen Stream Cable	6 3/4	1	Stream, 2" 3" 0
2	Fore Topmast Stay Sails,	80	Hawser	5-	1	Kedge, 1" 2" 0
1	Main Sails,	1	Towlines			
2	Main Top Sails,	80	Warp	3 3/4		
and all other requisite sails			All of <u>good</u> quality.			

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

She has one 21 feet Long Boat and one 19 feet Jolly Boat

The present state of the Windlass is ^{Pat. Purchase} New Capstan Double Winches and Rudder Well fitted & good

General Remarks—Statement and Date of Repairs.

*This is a well finished good vessel. The materials are well seasoned and of good quality.
The Bottom sheathed with Yellow Metal over paper & Felt to the 12 1/2 feet water line
Specially surveyed by me during the progress while Building*

The Chain cables have been duly tested and marked at each length with the strain applied to them.

If Sheathed, Doubled, Felted, or Coppered Yellow Metal over paper & Felt When last done March 1847

I am of opinion this Vessel should be Classed 10 A 1

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,

Special£ 10 : 10 : 0

Certificate (if required)£ 0 : 5 : 0

Committee's Minute 6th April 1847

Character assigned 10 A 1

Please forward a Certificate of Classification



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