

(90)

No.

Survey held at

Glasgow

Date

26th June

1847

on the Barque "Geelong"

Master

William Wigg

Tonnage 392 ³/₄

Built at

Glasgow

When built

Launched 18th June 1847

By whom built William Wood & Rowan & Co.

Owners

Peter Wilson & Co.

Port belonging to

Glasgow

Destined Voyage

Calcutta

If Surveyed Afloat or in Dry Dock

Building Slip

Length aloft Feet. Inches. 115 7 Extreme Breadth Feet. Inches. 27 2 Depth of Hold Feet. Inches. 17 2

Scantlings of Timber.

	Inches.	Inches. Middle	Inches. Ends
Timber and Space..... each	27		
Floors..... sided	12	Moulded	12 10
1 st Foothooks.....	10	"	10 9 1/2
2 nd Ditto.....	9	"	9 8 1/2
3 rd Ditto.....	8 1/2	"	8 7 1/2
Top Timbers.....	8	"	7 1/2 5
Deck Beams N ^o 25 Average Space } 4 Feet 3 Inches	9 1/2	"	9 1/2 6
Hold Beams N ^o 14 Average Space } 8 Feet 4 Inches	12	"	12 9
Keel.....	12 1/2	"	13 1/2
Kelsons.....	14 1/2	"	16

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	3 1/4	Foot Waling.....	5 1/2
Bilge Planks.....	5 1/4	Bilge Planks.....	4 1/2
Bilge to Wales.....	3 1/2	Ceiling in Flat.....	2 1/4
Wales.....	5	Ditto Bilge to Clamp.....	2 1/4
Topsides.....	3	Hold Beam Clamps.....	4
Sheer Strakes 2 Strakes.....	4 3/4	Deck Beam Ditto.....	3 1/4
Plank Sheers.....	3 1/2	Ceiling 'twixt Decks.....	2 1/2
Water-Ways.....	8 1/2	Hold Beam Shelves.....	7 x 4
Upper Deck.....	3	Deck Beam Ditto.....	6 x 3

Size of Bolts in Fastenings, distinguishing whether

Yellow Metal	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	13/16	
Scarphs of Keel..... N ^o 9	7/8	
Floor Timber Bolts.....	1 1/4	
Kelson ditto.....	1 1/4	
Transoms and throats of Hooks.....	1 1/8	
Arms of Hooks.....	1	
Bolts thro' the Bilge and Foot Waling.....	7/8 x 3/4	
Butt End Bolts.....	1/2	
Lower Pintle of the Rudder.....	3/4	
Hold Beam.....	1 5/16	
Deck Beam.....	1 3/16	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Close Inches. ^{Frames 4 Inches apart} The Space between the Top-timbers is 5 to 6 Inches. ^{Stake, English Oak} The Stem, Stern Post, are composed of African Oak & English Oak the Transoms, Aprons,

Knight Heads, Hawse Timbers, of English Oak and are free from all defects.

The Floors and first Foothooks are composed of English Oak Timber.

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 4 Feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 Feet & 4 Feet 6 Inches

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

The ~~frames~~ 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 1/2 of the entire moulding at that place.

The Frame is crop chocked with same Butt at each end of the chock.

The Main Kelson is composed of Quebec White Oak and the False Kelson of Quebec White Oak

The Scarphs of the Kelsons are not less than 6 feet ~ inches.

The Deck and Hold Beams are composed of Quebec & Baltic 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 Red Pine

From the Light Water Mark to the Wales of Red Pine

The Wales and Black-strakes are of Quebec White Oak The Topsides of Pitch Pine

^{Mahogany} The Sheer-strakes and Plank-sheers of Mahogany & Quebec White Oak The Water-ways of Red Pine

The Decks of Yellow Pine State of Very 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 White Oak the Bilge Planks of Quebec White Oak

The Ceiling, Lower Hold, of Quebec White Oak Between Decks of Red Pine

Shelf Pieces of Quebec White Oak Clamps of Quebec White Oak

Fastenings.—To Hold Beams Shelf piece iron staple knees to every beam, stringer over beams doweled, 8 Pair iron diagonal hanging knees (long side arms) as riders bolted through & clenched at Bilges & 2 iron Stan^d knees

Deck Beams Shelf and thick strake next the waterways doweled and bolted horizontally through waterways and Plank sheer, staple fudging knees to every beam & 11 pair of diagonal hanging knees

Number of Breasthooks Five Painters under Transoms 3 Crutches one (iron)

Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling Yellow Metal bolted through and clenched.

General Quality of Workmanship Very Good

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

Builder's Signature P. P. M. Wood, Rowan & Co.
D. Buchanan

Surveyor's Signature W. D. Robinson

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,	240	Chain	1 1/2 x 1 1/2	3	Bower,	23 - 1 - 2 x 21 - 0 - 12 x 20 - 3 - 6
2	Fore Top Sails,	60	Hempen Stream Cable	8 1/16	1	Stream,	7 - 3 - 21
2	Fore Topmast Stay Sails,	90	Hawser	6 1/2	1	Kedge,	3 - 2 - 21
1	Main Sails,	80	Towlines	5			
2	Main Top Sails,	80	Warp	4 1/2			
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 21 Feet Long Boat and 21 Feet Cutter, and 20 Feet Gig.

The present state of the Windlass is Good Winch Good and Rudder Good

General Remarks—Statement and Date of Repairs.

This is a well finished, faithful built vessel, the materials of the Frame and Planking are well seasoned and good in quality, she has a raised quarter Deck & Full length Figure Head.

Bottom sheathed with Yellow Metal 26-24-22 of our Patent Cloth,

Specially Surveied by me during the Progress while Building

Chain cables carefully tested to a Trief Strain 44 & 45 Tons, & 15 Tons for the Stream Chain, and marked on the last link of each length,

If Sheathed, Doubled, Felted, or Coppered Yellow Metal over Patent Cloth When last done June 1847

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

The Amount of the Fee.....£ 4 : 0 : 0 is received by me,

Special£ 19 : 12 : 0

Certificate (if required)£ 0 : 10 : 0

Committee's Minute 29th June 1847

Character assigned A 1

Please forward a Certificate of Classification



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Foundation