

No. 2780 Survey held at Apr Date 16th May 1850
on the new Schooner "Silix" er Robert Abernethy
Tonnage 110 old 92 new Built at Apr When built 10th May 1850
By whom built Lean & Gemmell Owners Sir John Aylmer C.B. &c.
Port belonging to Transvaal Destined Voyage Apr to Northern Expedition
If Surveyed Afloat or in Dry Dock on Stocks

Length aloft	Feet. <u>70</u> Inches. <u>4</u> / <u>0</u>	Extreme Breadth	<u>Amidships</u>	Feet. <u>16</u> Inches. <u>5</u> / <u>6</u>	Depth of Hold	Feet. <u>10</u> Inches. <u>4</u> / <u>0</u>		
Scantlings of Timber.			Thickness of Plank.					
Room and Space	20	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.	
Floors.....	sided 8	Moulded	8½	Keel to Bilge	2½	Limber Strakes	2½	
1 st Foothooks	" 7	"	7	Bilge Planks	3½	Bilge Planks	3½	
2 nd Ditto	" 6½	"	6	Bilge to Wales	2½	Ceiling in Flat	2½	
3 rd Ditto	" 6½	"	5½	Wales	3½	Ditto Bilge to Clamp	2½	
Top Timbers	" 6½	"	4½	Topsides	2½	Hold Beam Clamps	5	
Deck Beams N ^o <u>15</u>	Average Space } " 7 5/8	"	8	6½	Sheer Strakes	3	Deck Beam Ditto	2½
Hold Beams N ^o <u>14</u>	Average Space } " 7½	"	8½	6½	Plank Sheers	2½	Ceiling 'twixt Decks	2½
Keel	" 11	"	13½	Water-Ways	5. X. 11	Hold Beam Shelves	---	
Kelsons	" 12	"	12½	Upper Deck	2½	Deck Beam Ditto	5. X. 11	
Size of Bolts in Fastenings, distinguishing whether			Copper or Iron.			Iron.		
Heel-Knee, and Dead Wood abaft	1	Bolts thro' the Bilge and Limber Strakes		¾	Hold Beam	---		
Scarp of Keel	N ^o <u>Eight</u> ¾	Butt End Bolts		5/8	Deck Beam	¾		
Floor Timber Bolts	1	Lower Pintle of the Rudder		2½	---			
Kelson ditto	1	---						
Transoms and throats of Hooks	1/8	---						
Arms of Hooks	1/8	---						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 1/2 Inches. The Space between the Top-timbers is 2 1/2 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 1/2 in to 3 1/2 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 — 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. to Gunwale N. B. If not, state how bolted.

The Butts of the Timbers are — close together; their thickness not less than 1/4 & 1/3 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. Cross chocks at floors and joints, Scarphs above.

The Main Kelson is composed of Duke oak and the False Kelson of —

The Scarphs of the Kelsons are not less than seven feet three inches.

The Deck and Hold Beams are composed of British oak Hold beams for flat form, Elm.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Duke oak 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 Duke oak The Topsides of Red pine

The Sheer-strakes and Plank-sheers of Duke 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 1/2 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 between

Planking Inside.—The Limber-strakes are composed of White oak the Bilge Planks of White oak

The Ceiling, Lower Hold, of White oak & Red pine Between Decks of Red pine

Shelf Pieces of White oak Clamps of Red pine

Fastenings.—To Hold Beams Diagonally bolted into clamp.

Deck Beams Double lodging knees of British oak, and Shelf piece

Number of Breasthooks Iron & wood & two of iron Pointers — Crutches —

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

Bilge and Limber Strakes Yell. Metal bolted through and clenched. Treenails of British oak

General Quality of Workmanship Very good One pair of transom knees.

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

Builder's Signature _____ Surveyor's Signature John R. Gemmell

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 .		
Fore Sails,	150		Chain	15 1/2	2	Bower,	6-10-14
Fore Top Sails,	80		Hempen Stream Cable	6	1	Stream,	2-2-9
Fore Topmast Stay Sails,	80		Hawser	4	1	Kedge,	1-2-8
Main Sails,			Towlines				
Main Top Sails,			Warp				
and several spare sails			All of <u>Good</u> quality.				

Her Standing and Running Rigging all new sufficient in size and Good in quality.

She has one whole boat Long Boat and three other boats two of gutta serena.

The present state of the Windlass is Good Capstan double winch and Rudder Good Pumps two cast metal, good

General Remarks—Statement and Date of Repairs.

Said on in March 1849, and launched 10th May 1850. Surveyed specially while building. Frame English, Scotch, & Irish oak, of good quality and well squared. Built wholly in frame. Shifts of timber good, cross checks and scarps. Planking and ceiling very good of their kind, well wrought, and shifted three between. Beams, spars, and mode of fastenings as described. Fourteen hold of platform beams, diagonally braced, from breast hook, aft to fore hatch. Fortified round the bows with large additional breast hooks, and doubles with two and a half inch Elm outside, from upper part of wales to keel, & after part of fore rigging. Bilge, Butts and fortwaling bolted with Yellow metal through and clenched. She is well fastened and finished, the workmanship very good, and her stores and furnishings are complete and of the best description.

Deck Beam Spaces, North of fore beam 4 ft. 7 in. + 4 ft. 5 in. + 3 ft. 10 in. + 3 ft. 9 in. + 3 ft. 7 in. + 3 ft. 8 in. + 7 feet N. H. + 3 ft. 8 in. + 3 ft. 8 in. + 3 ft. 9 in. + 3 ft. 8 in. + 3 ft. 8 in. + 3 ft. 10 in. + 3 ft. 3 in. + 1 ft. 9 in. + 2 feet to deck transom.

Copy 5
Irvine 5th May 1850
This certifies that two chain cables purchased by Messrs Sloan & Gemmell shipbuilders Apr, seventy five fathoms each cable, 1 1/2 inch, best iron, weighing 3 - 18 - 2 - 13 is proved to fifteen tons test by me
(signed) Malcolm McDougall

If sheathed, doubled, Felted, or Coppered, Sheathed with inch Elm from keels to fore foot clewing When last done over dille with galvanized iron from wales to fore foot

I am of opinion this Vessel should be Classed "A1"

The Amount of the Fee.....£ 1 : : : is received by me, Wm R. Morrison
Special£ 10 : 10 : "

Certificate (& required)£ : : 5 : "

Committee's Minute 20th May 1850

Character assigned A1

Certificate is sent to Messrs Sloan & Gemmell shipbuilders Apr