

No. 271 Survey held at Glasgow Date 23<sup>rd</sup> May 1836. 271  
 on the Brig Duchess of Portland Master John Reid.  
 Tonnage 174 Built at Troon When built 1826.  
 By whom built Robert Thomson Owners Andrew McGill & others.  
 Port belonging to Glasgow Destined Voyage Glyde to Demerary.  
 If Surveyed Afloat or in Dry Dock Surveyed on the Ship Dock.

Length aloft.....	Feet. <u>77</u> Inches. <u>6 1/2</u>	Extreme Breadth .....	Feet. <u>22</u> Inches. <u>7</u>	Depth of Hold .....	Feet. <u>13</u> Inches. <u>10</u>			
Scantlings of Timber.			Thickness of Plank.					
Timber and Space.....	each	Inches. <u>12</u>	Inches. Middle <u>12</u> Inches. Ends <u>9</u>	Outside.	Inches. <u>3</u>	Inside.	Inches.	
Floors.....	sided	<u>10 1/2</u>	Moulded	Keel to Bilge .....	<u>2 3/4</u>	Foot Waling.....	<u>3</u>	
1 <sup>st</sup> Foothooks.....	"	<u>9 1/2</u>	"	Bilge Planks .....	<u>4</u>	Bilge Planks .....	<u>4</u>	
2 <sup>nd</sup> Ditto.....	"	<u>8 1/2</u>	"	Bilge to Wales .....	<u>2 1/2</u>	Ceiling in Flat .....	<u>2 3/4</u>	
3 <sup>rd</sup> Ditto.....	"	<u>7 1/2</u>	"	Wales .....	<u>4</u>	Ditto Bilge to Clamp .....	<u>2 1/2</u>	
Top Timbers .....	"	<u>4</u>	"	Topsides .....	<u>2 1/4</u>	Hold Beam Clamps .....	<u>3</u>	
Deck Beams .....	"	<u>10 1/4</u>	"	Sheer Strakes .....	<u>3</u>	Deck Beam Ditto.....	<u>3</u>	
Hold Beams .....	"	<u>10 1/2</u>	"	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks .....	<u>2</u>	
Keel .....	"	<u>12</u>	"	Water-ways .....	<u>5</u>	Hold Beam Shelves .....	<u>5 + 10 1/2</u>	
Kelsons .....	"	<u>12</u>	"	Upper Deck .....	<u>2 3/4</u>	Deck Beam ditto .....	<u>4 3/4 + 10</u>	
Size of Bolts in Fastenings.								
Copper.		Inches.	Copper.		Inches.	Iron.		Inches.
Heel-Knee, and Dead Wood abaft .....			Bolts thro' the Bilge and Foot Waling.....			Hold Beam.....		
Scarphs of Keel..... N°.			Butt End Bolts .....			Deck Beam .....		
Floor Timber Bolts.....			Lower Pintle of the Rudder .....	<u>2 1/4</u>		same in Iron above the Copper .....		
Kelson ditto.....								
Transoms and throats of Hooks .....								
Arms of Hooks .....								

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British oak and are — free from all defects.

Her Floors and first Foothooks are composed of British oak Timber.

Her other Foothooks and Top Timbers of British oak

Her Shifts of the first and second Foothooks are not ~~less than~~ ascertained N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are not ascertained.

The Frame is well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is all well squared when seen

The alternate Frames are — bolted together.

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

The Frame is well chocked with no Butt at each end of the chock.

The Main Kelson is composed of American oak and the False Kelson of Russian Pine.

The Scarphs of the Kelsons are not less than 5 feet — inches.

The Deck and Hold Beams are composed of British oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Elm & British oak

From the first Foothook Heads to the Light Water Mark of British oak

From the Light Water Mark to the Wales of British oak

The Wales and Black-strakes are of British oak

The Topsides of British oak

The Sheer-strakes of British oak

The Gunwales of British oak Water-ways of Pitch Pine.

The Shifts of the Planking are not ~~less than~~ ascertained N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

**Planking Inside.**—The Clamps are composed of Red Pine the Stringers of Red pine & American oak

The Bilge Planks of American oak and the remainder of the Ceiling of Red pine & American oak

**Fastenings.**—To Hold Beams chocks of Amer. oak, between the Beams, 5 + 7 inches & stringer below the Beams.

Deck Beams double lodging knees of British oak, into stringer, and eight iron Napt standards.

Number of Breasthooks Five Pointers none Crutches none

Butts End Bolts are of Copper in the Bottom, and no Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper 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 John Reid

Surveyor's Name John B. Cumming



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

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	180	Chain .....	1 1/2	2	Bower,
2	Fore Top Sails,	75	Hempen Stream Cable.....	4 1/2	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser .....	5 1/2	2	Kedge,
2	Main Sails,	80	Towlines .....	4		All of proper weight.
2	Main Top Sails,		Warp .....			
and <i>will found in other sails</i>			All of <u>good</u> quality.			

Her Standing and Running Rigging is found to be sufficient in size and good in quality.  
*new standing Rigging in 1832*

She has a Long Boat and Jolly Boat.

The present state of the Windlass is good Capstan Stk. wreck and Rudder good.

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

*This vessel was examined, while on the Slip Dock of Messrs Robert Duncan & Co., the Bottom was stripped, Dibbled and Caulked, trenails examined, and new coppered, with other trifling Repairs, and partial Caulkings. She is now in good Repair as required by the Rules, -*

If Sheathed, Doubled, or Felted, Sheathed with pine, five strakes, below the Males, and Coppered on paper,  
and Date when last done May 1836.

And Am of opinion this Vessel should be Classed "A"

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

*John B. Cunningham*  
#

Committee Minute 7 June 1836

Character assigned A, 1.  
*SR*



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