

No. 353 Survey held at Glasgow Date 11 January 1837.  
on the new Schooner "London Packet". Master James Lighton  
Tonnage 97 old } Built at Glasgow When built Jan 4 1837.  
By whom built A. C. M. Rankin Owners William Sloan & Co.  
Port belonging to Glasgow Destined Voyage Glyde to London.  
If Surveyed Afloat or in Dry Dock on the Stocks.

Length aloft.....59<sup>Feet</sup>4<sup>Inches</sup>10 Extreme Breadth amidships.....14<sup>Feet</sup>6<sup>Inches</sup>10 Depth of Hold .....10<sup>Feet</sup>4<sup>Inches</sup>10

#### Scantlings of Timber.

	Inches.	Inches Middle	Inches Ends
Timber and Space..... each	9		
Floors..... sided	8	Moulded	9
1 <sup>st</sup> Foothooks..... "	4 <sup>1</sup> / <sub>2</sub>	"	4
2 <sup>nd</sup> Ditto..... "	6	"	6
3 <sup>rd</sup> Ditto..... "	6	"	5
Top Timbers..... "	5 <sup>3</sup> / <sub>4</sub>	"	4
Deck Beams..... Number of <u>17</u>	4	"	4 5
Hold Beams..... D. D. <u>2</u>	4	"	4 5
Keel..... "	10	"	12
Kelsons..... "	10	"	14 <sup>1</sup> / <sub>2</sub> 22 <sup>1</sup> / <sub>2</sub>

#### Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	2 <sup>1</sup> / <sub>2</sub>	Foot Waling.....	3
Bilge Planks.....	4 <sup>1</sup> / <sub>2</sub>	Bilge Planks.....	3
Bilge to Wales.....	2	Ceiling in Flat.....	2
Wales.....	3 <sup>1</sup> / <sub>2</sub>	Ditto Bilge to Clamp.....	2
Topsides.....	2	Hold Beam Clamps.....	-
Sheer Strakes.....	2 <sup>1</sup> / <sub>2</sub>	Deck Beam Ditto.....	3
Plank Sheers.....	2 <sup>1</sup> / <sub>2</sub>	Ceiling 'twixt Decks.....	-
Water-ways.....	4	Hold Beam Shelves.....	-
Upper Deck.....	2 <sup>1</sup> / <sub>2</sub>	Deck Beam ditto.....	3+8
		Upper Spirketting.....	2

#### Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	1	Bolts thro' the Bilge and Foot Waling.....	3	Hold Beam.....	-
Scarpes of Keel.....	1	Butt End Bolts.....	2 <sup>1</sup> / <sub>2</sub>	Deck Beam.....	3 <sup>1</sup> / <sub>2</sub> 7/8
Floor Timber Bolts.....	1	Lower Pintle of the Rudder.....	2 <sup>3</sup> / <sub>8</sub>		
Kelson ditto.....	1				
Transoms and throats of Hooks.....	3/4			same in Iron above the Copper.....	3/4
Arms of Hooks.....	3/4				3/4 7/8

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 26 3/2 Inches. The Space between the Top-timbers is 2 to 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 3 to 3 1/2 feet N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 3 to 6 feet.

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

The alternate Frames are all bolted together.

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

The Frame is — chocked with a Butt at each end of the chock. } some cross chocks, some full butts, some half chocks  
and some timbers scarped.

The Main Kelson is composed of African oak and the False Kelson of British oak.

The Scarphs of the Kelsons are not less than 6 feet 3 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.

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

From the Light Water Mark to the Wales of Ditto.

The Wales and Black-strakes are of African and British oak.

The Topsides of British oak.

The Sheer-strakes of Ditto.

The Gunwales of Ditto Water-ways of British oak.

The Shifts of the Planking are not less than 4 Feet 6 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought 2 & 3 between. then mostly

**Planking Inside.**—The Clamps are composed of British oak the Stringers of British oak.

The Bilge Planks of British oak and the remainder of the Ceiling of British oak.

**Fastenings.**—To Hold Beams

Deck Beams double lodging knees of British oak, and Stringer

Number of Breasthooks three Pointers two forward Crutches —

Butts End Bolts are of copper in the Bottom, and a 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

Surveyor's Name

John P. Cumming



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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> .
Fore Sails,	160	7/8	2 Bower,
Fore Top Sails,	95	6	1 Stream,
Fore Topmast Stay Sails,	81	5 3/4	1 Kedge,
Main Sails,	90	3 3/4	All of proper weight.
Main Top Sails,	30	7/16	
and <u>a full &amp; complete suit of new sails.</u>			
		All of <u>good</u> quality.	

Her Standing and Running Rigging is all new & sufficient in size and good in quality.

She has One Long Boat and

The present state of the Windlass is good Capstan Old winch and Rudder good  
with Thysack Johnson 18. 1/2 pint of purchase

2 Cast Metal pumps good

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

This vessel was Surveyed, at the prescribed Stages, while building, was laid on, in July 1836, and Launched 10<sup>th</sup> January 1837. Frame mostly of Scotch oak, fair quality, part of it however appeared not so well seasoned, all fairly secured, Shifts of timbering as for other side: some cross cheeks, some full butts, some half cheeks, and some timbers above, scarphed. Planking and Peeling of fair quality: two or three Shifts are not more than four feet, the others from five to five and a half feet. The Plank below the Wale, on each side, Scarphed, and bolted up and down, but rather near the butt of plank below it, Sheer Struts, Stringers, and Clamps, Scarphed; about four of the deck Beams rather straining, on upper edges; she is fairly finished, and completely belged, Bait and footwale bolted, and then, with the Peltern bolts, the each floor, are clenched on rings.

If Sheathed, Doubled, or Felted,

and Date when last done

Single Cotton.

And Am of opinion this Vessel should be Classed "11 A".

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

John. R. Cumming

Committee Minute

10 Dec 1837

Character assigned

A 1 for 11 years

C. G.



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