

No. 357 Survey held at Greenock - - - Date 5<sup>th</sup> January 1834. - - - 357  
 on the vessel "Carnatic" - - - Master James Laird.  
 Tonnage 488 old } Built at Greenock - - - When built January 1834.  
 By whom built John Scott & Sons - - - Owners John Scott & Sons.  
 Port belonging to Greenock - - - Destined Voyage Clyde to Bombay.  
 If Surveyed Afloat or in Dry Dock On the Streets.

Length aloft.....	116	9/10	Extreme Breadth <u>amidships</u> .....	24	3/10	Depth of Hold .....	19	6/10
<b>Scantlings of Timber.</b>				<b>Thickness of Plank.</b>				
Timber and Space..... each	13	3/4	Inches Middle	Inches Ends	<b>Outside.</b>	Inches	<b>Inside.</b>	Inches
Floors..... sided	13	1/2	Moulded	16	Keel to Bilge .....	3 1/2	Foot Waling.....	4
1 <sup>st</sup> Foothooks.....	12	1/2	"	11 1/2	Bilge Planks .....	5 1/4	Bilge Planks .....	5 1/4
2 <sup>nd</sup> Ditto.....	11	"	"	10	Bilge to Wales.....	3 1/4	Ceiling in Flat .....	3
3 <sup>rd</sup> Ditto.....	10	"	"	8 1/2	Wales .....	5	Ditto Bilge to Clamp .....	3
Top Timbers .....	9	"	"	5 1/2	Topsides .....	3	Hold Beam Clamps <u>two of</u> .....	5
Deck Beams... Number of <u>14</u> .....	12	"	"	12 8	Sheer Strakes .....	4	Deck Beam Ditto <u>two of</u> .....	4 1/2
Hold Beams... Do. Do. <u>14</u> .....	13	"	"	13 9 1/2	Plank Sheers.....	3 1/2	Ceiling 'twixt Decks .....	3
Keel .....	13	"	"	16	Water-ways .....	6	Hold Beam Shelves .....	6 1/2 + 12
Kelsons .....	15	"	"	14 1/8	Upper Deck .....	3	Deck Beam ditto .....	5 1/2 + 12
							<u>Lower deck Spirketting</u> .....	4 1/2
							<u>Upper etc. etc.</u> .....	3
<b>Copper.</b>				<b>Size of Bolts in Fastenings.</b>		<b>Iron.</b>		
Heel-Knee, and Dead Wood abaft .....	1 1/8							
Scarpns of Keel..... N <sup>o</sup> . 8	7/8				Bolts thro' the Bilge and Foot Waling.....	7/8	Hold Beam.....	1 1/8
Floor Timber Bolts.....	1 1/8				Butt End Bolts .....	7/8	Deck Beam .....	1
Kelson ditto.....	1 1/4				Lower Pintle of the Rudder .....	3 3/8		
Transoms and throats of Hooks .....	1 1/8						same in Iron above the Copper .....	1 1/8
Arms of Hooks .....	1							7/8

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 11 to 2 1/2 Inches. The Space between the Top-timbers is 2 1/2 to 4 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British and African 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 4:3 to 4:9. N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are about 6 feet, most of them running to Gunwale.  
 The Frame is well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is all very well squared.

The alternate Frames are — bolted together. in square body, and all Cant frames are bolted to the gunwale.  
 The Butts of the Timbers are — close together; their thickness not less than 1/3 of the entire moulding at that place.  
 The Frame is well chocked with a Butt at each end of the chock. cross chocked in bays, some full butts above.  
 The Main Kelson is composed of African oak and the False Kelson of African oak.  
 The Scarphs of the Kelsons are not less than 6 feet 3 inches.  
 The Deck and Hold Beams are composed of African oak, throughout.

**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 African oak.  
 From the Light Water Mark to the Wales of African oak.  
 The Wales and Black-strakes are of African oak, some heads of British oak.  
 The Topsides of Pitch Pine.  
 The Sheer-strakes of African oak.  
 The Gunwales of African oak. Water-ways of Pitch Pine.  
 The Shifts of the Planking are not less than 52x6 Feet — 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 True between. smoothly.

**Planking Inside.**—The Clamps are composed of African oak — the Stringers of African oak.  
 The Bilge Planks of African oak and the remainder of the Ceiling of African oak.

**Fastenings.**—To Hold Beams Iron lodging rings on Apr. chocks, sided 4 1/2 by 9 In. string or above the Beams, and 32 diagonal iron nails, with double lower beams, running down 8 feet, each, down.  
 Deck Beams Double lodging rings, Brit. oak, 4 strings, with 28 diagonal iron nails, down from deck Beams.  
 Number of Breasthooks five Pointers two, forward Crutches one Brit. oak, abaft.  
 Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched. on rings.  
 Bilge and Footwaling Copper bolted through and clenched. on rings.  
 General Quality of Workmanship very good.

We certify that the preceding is a correct description of the above-named Vessel.  
 Builder's Name \_\_\_\_\_  
 Surveyor's Name John P. Guinness



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

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
2	Fore Sails,	220	Chain .....	4 1/2	3
2	Fore Top Sails,	45	Hempen Stream Cable.....	10	1
2	Fore Topmast Stay Sails,	45	Hawser .....	6 1/2	2
1	Main Sails,	45	Towlines .....	5	
2	Main Top Sails,	45	Warp .....	4 1/2	
	and <u>well found in other sails</u>	160	Stream chain	1 1/2	
			All of <u>good</u> quality.		

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

She has a Long Boat and Jelly Boat, 4 oars.

The present state of the Windlass is good Capstan good and Rudder good  
 with Hyack Robinson's Patent } Two Lead Pumps, Copper Chamber, good,

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

This ship, has been surveyed frequently, while building, was laid on in April 1836 and launched 11<sup>th</sup> January 1837. - Frame good British oak, well squared, and free from defect. Shifts of timbering good, as per other side, cross choaked in bilges, some full butts above, plankings and Ceiling of good quality, nearly all African oak; Shifts as per other side, and wrought ~~at~~ <sup>between</sup> these between, except on turn of Bows, below light water mark, when, there ~~are~~ <sup>are</sup> two shifts on each bow, wrought ~~two~~ <sup>two</sup> between. She is well Beamed and fastened, as per other side, the Chocks to Iron lodging knees, are dowelled into beams, as are, the Shuffles. The footwaling bolts, are from one extreme end of the ship, to the other, and thence, with the Butt, Bilge, and Nelson bolts (two each floor) are clenched on rings. The Material, fastening and general workmanship is good - Iron nails, Brit. oak, in bottom, and Locust above.

In practice it is found almost impossible to avoid having, only two between in some places (say 3 or 4 Butts on each side) when long Elm Planks are used in the Bottom and English or African Oak aloft - it is therefore not to be deemed a deficiency of under such circumstances of sufficient <sup>importance</sup> ~~importance~~ to reduce a ship ~~to~~ <sup>to</sup> a lower character. 10 Feb

Written after the Minute was made

If Sheathed, Doubled, or Felted, } Sheathed with pine, from Water, to six feet down, amidships,  
 and Date when last done } and coppered on paper in January 1837.

And Am of opinion this Vessel should be Classed "12 A".

The Amount of the Fee.....£ 5 : 5 : - is received by me, John R. Commins

Committee Minute 10 Feb 1837

Character assigned A 1 for 12 years

