

No. 458 Survey held at Greenock Date 1st November 1837
 on the Barque "Chieftain" Master John Farber
 Tonnage 323 old } Built at Dumbarton When built 28th October 1837
390 new }
 By whom built Archibald McFarlane & Co. Owners Donald McTear & others
 Port belonging to Greenock Destined Voyage Clyde to Singapore
 If Surveyed Afloat or in Dry Dock on the Stocks

Length aloft.....	Feet. <u>104</u> Inches. <u>7 10</u>	Extreme Breadth <u>amidships</u>	Feet. <u>23</u> Inches. <u>7 10</u>	Depth of Hold	Feet. <u>17</u> Inches. <u>6 10</u>	
Scantlings of Timber.						
Timber and Space.....	each	Inches <u>13</u>	Inches Middle	Inches Ends		
Floors.....	sided	<u>12</u>	Moulded	<u>13 1/2</u>	~	
1 st Foothooks.....	"	<u>10 1/4</u>	"	<u>10 1/2</u>		
2 nd Ditto.....	"	<u>9 1/4</u>	"	<u>9 1/2</u>		
3 rd Ditto.....	"	<u>8 3/4</u>	"	<u>9 1/2</u>		
Top Timbers.....	"	<u>7 1/4</u>	"	<u>5</u>		
Deck Beams.....	Number of <u>11</u>	<u>10</u>	"	<u>10 1/2</u>	<u>6 1/2</u>	
Hold Beams.....	Do. Do. <u>16</u>	<u>12</u>	"	<u>8 1/2</u>	<u>9 1/2</u>	
Keel.....	"	<u>14</u>	"	<u>15</u>	~	
Kelsons.....	"	<u>14</u>	"	<u>15 1/2</u>	<u>16</u>	
Thickness of Plank.						
			Outside.			
			Inside.			
			Inches		Inches	
			Keel to Bilge.....	<u>3</u>	Foot Waling.....	<u>4</u>
			Bilge Planks.....	<u>5</u>	Bilge Planks.....	<u>4 1/2</u>
			Bilge to Wales.....	<u>3 1/4</u>	Ceiling in Flat.....	<u>3</u>
			Wales.....	<u>5</u>	Ditto Bilge to Clamp.....	<u>3</u>
			Topsides.....	<u>3</u>	Hold Beam Clamps.....	<u>4</u>
			Sheer Strakes.....	<u>3 1/2</u>	Deck Beam Ditto.....	<u>3 1/2</u>
			Plank Sheers.....	<u>3 1/2</u>	Ceiling 'twixt Decks.....	<u>2 1/4</u>
			Water-ways.....	<u>7</u>	Hold Beam Shelves.....	<u>5 1/2</u>
			Upper Deck.....	<u>3</u>	Deck Beam ditto.....	<u>4 1/2</u>
					Lower deck Sheeting.....	<u>3 1/2</u>
					Upper do. do.....	<u>3</u>
Size of Bolts in Fastenings.						
Copper.			Iron.			
Inches			Inches			
Heel-Knee, and Dead Wood abaft.....			Bolts thro' the Bilge and Foot Waling.....			
Scarpsh of Keel.....			Butt End Bolts.....			
Floor Timber Bolts.....			Lower Pintle of the Rudder.....			
Kelson ditto.....			same in Iron above the Copper.....			
Transoms and throats of Hooks.....						
Arms of Hooks.....						
Timbering —The Space bet.....						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 4 1/2 Inches. The Space between the Top-timbers is 3 1/2 to 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British & African Oak, and are free from all defects. Her Floors and first Foothooks are composed of British & African Oak Timber. Her other Foothooks and Top Timbers of British & African Oak. Her Shifts of the first and second Foothooks are not less than 3 1/2 to 4 feet N.B. When reported by you less than the prescribed Rule, then state how many.

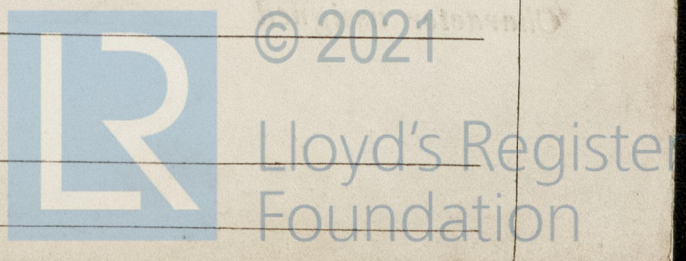
The rest of the Shifts of the Frame are good, top Cantcast, one or two only, 3 feet 2, & 3 feet 4 inches. The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is all well squared. The alternate Frames are all bolted together. to the Gunwale. The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place. throughout. The Frame is well chocked with a Butt at each end of the chock. all crops Chocked, and Scarphs. 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 8 inches. The Deck and Hold Beams are composed of British and African Oak.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of American Elm. From the first Foothook Heads to the Light Water Mark of African & British Oak. From the Light Water Mark to the Wales of African & British Oak. The Wales and Black-strakes are of African & British Oak. The Topsides of African & British Oak. The Sheer-strakes of African & British Oak. Decks, and state of, Yellow Pine, good. The Gunwales of African Oak. Water-ways of Red Pine. The Shifts of the Planking are not less than 5 1/2 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.

Planking Inside.—The Clamps are composed of African Oak. The Planking is wrought three between. the Stringers of African Oak. The Bilge Planks of African Oak and the remainder of the Ceiling of African & British Oak.

Fastenings.—To Hold Beams Iron lodging knees, on African Chocks, in Square body, and double lodging knees British Oak, in cant, lodges, and Stringer above and below Beams, double lodging knees British Oak Stringer, with twenty two diagonal Iron knees, and standards, up from hold, and down from deck beams. Deck Beams held, and down from deck beams. Number of Breasthooks five. Pointers six, two forward, and four aft 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 James McFarlane
 Surveyor's Name John A. Cunningham



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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	200	Chain	1 1/2	3	Bower,
2	Fore Top Sails,	75	Hempen Stream Cable.....	7 1/2	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser	5 1/2	2	Kedge,
1	Main Sails,	75	Towlines	4		All of proper weight.
2	Main Top Sails,	75	Warp	3 1/2		
and well found in other sails,			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 Silly Boat, & Gig.

The present state of the Windlass is good with Capstan good and Rudder good.
Sprack Robinson & Co's Patent Purchase. Four lead pumps good.

General Remarks—Statement and Date of Repairs.

This Ship, was laid on, in November 1836, and launched 28th October 1837. Surveyed at the three prescribed periods, while building; and at several other times specially; Frame english, & Scotch Oak, of fair quality, and generally free from defect; Shirts of timbering, as for other side; Cross Chocks and Scarphs, Planing and Ceiling good quality, and well shifted; several Planks Condemned, those put in, good, and well secured;— This Ship was first laid on, for a 10 year Ship, and afterwards Claimed 12 A;— She is well fastened, finished, and Workmanship good.

Special Surveys £10.10/- Received

Wm. Carr of Widdowson

Mem: In Mr. M. Lark's letter 11 Jan 1850 he states that the Chieftain has a Certificate —
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*Widdowson's return
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If Sheathed, Doubled, or Felted, Sheathed with American Oak, & Pine, from Wales, to about four
and Date when last done put down Amidships, and Coppered on paper, in October 1837.
And Am of opinion this Vessel should be Classed 12 A1

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

Committee Minute 14 Dec 1837
Character assigned A 1 per 11 Jan

Wm. Carr of Widdowson
Ref to Gen Lark
16 Jan 1838
Received to 12 A 1
JA