

No. 642 Survey held at Greenock Date 31st January 1859.
 on the "New Paragon" "Heeste" Master Angus Fraser.
 Tonnage 281 G. M. Built at Greenock When built 28th January 1859.
 By whom built James Clark Owners H. M. Patton & Brothers.
 Port belonging to Greenock Destined Voyage Clyde to Trinidad.
 If Surveyed Afloat or in Dry Dock On Stocks.

Length aloft.....	Feet. <u>97</u> Inches. <u>4</u> / <u>10</u>	Extreme Breadth <u>amidships</u>	Feet. <u>22</u> Inches. <u>0</u>	Depth of Hold	Feet. <u>16</u> Inches. <u>0</u> / <u>10</u>		
Scantlings of Timber.			Thickness of Plank.				
Timber and Space.....	each	Inches. <u>12</u>	Inches. Middle <u>12</u> / <u>2</u> Ends <u>11</u>	Outside.	Inches. <u>3</u>	Inside.	Inches. <u>3</u>
Floors.....	sided	<u>11</u> / <u>2</u>	Moulded <u>12</u> / <u>2</u> <u>11</u>	Keel to Bilge	<u>3</u>	Foot Waling.....	<u>3</u>
1 st Foothooks.....	"	<u>10</u> / <u>2</u>	" <u>10</u> <u>11</u>	Bilge Planks	<u>4</u> / <u>2</u> <u>4</u> / <u>4</u>	Bilge Planks	<u>4</u> / <u>2</u>
2 nd Ditto.....	"	<u>9</u> / <u>2</u>	" <u>8</u> / <u>2</u> <u>11</u>	Bilge to Wales	<u>3</u>	Ceiling in Flat	<u>3</u>
3 rd Ditto.....	"	<u>8</u> / <u>2</u>	" <u>7</u> / <u>2</u> <u>11</u>	Wales	<u>4</u> / <u>2</u>	Ditto Bilge to Clamp	<u>3</u>
Top Timbers	"	<u>8</u>	" <u>6</u> / <u>2</u> <u>5</u>	Topsides	<u>2</u> / <u>2</u>	Hold Beam Clamps	<u>4</u>
Deck Beams.....	"	<u>10</u>	" <u>10</u> <u>6</u> / <u>5</u>	Sheer Strakes	<u>3</u> / <u>2</u> <u>3</u> / <u>2</u>	Deck Beam Ditto.....	<u>3</u> / <u>2</u>
Hold Beams.....	"	<u>11</u> / <u>2</u>	" <u>11</u> / <u>2</u> <u>7</u>	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks	<u>2</u> / <u>2</u>
Keel	"	<u>11</u>	" <u>14</u> <u>11</u>	Water-ways	<u>6</u>	Hold Beam Shelves	<u>5</u> <u>12</u>
Kelsons	"	<u>12</u>	" <u>14</u> <u>11</u>	Upper Deck	<u>3</u>	Deck Beam ditto	<u>4</u> / <u>2</u> <u>11</u>
						Lower deck <u>Spirketting</u> <u>3</u>	
						Upper <u>do</u> <u>do</u> <u>2</u> / <u>2</u>	

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft ...	<u>12</u> <u>1</u> <u>8</u>	Copper.	Inches. <u>3</u> <u>1</u> <u>8</u>	Hold Beam.....	<u>1</u>
Scarpsh of Keel.....N ^o .	<u>3</u> <u>1</u> <u>4</u>	Bolts thro' the Bilge and Foot Waling...	<u>3</u> <u>1</u> <u>8</u>	Deck Beam	<u>7</u> <u>8</u>
Floor Timber Bolts.....	<u>1</u> <u>6</u>	Butt End Bolts	<u>3</u> <u>8</u>		
Kelson ditto.....	<u>1</u> <u>6</u>	Lower Pintle of the Rudder	<u>3</u>		
Transoms and throats of Hooks	<u>1</u> <u>8</u> <u>1</u>			same in Iron above the Copper	<u>1</u> <u>8</u> <u>1</u>
Arms of Hooks	<u>1</u> <u>8</u> <u>1</u>				<u>1</u> <u>8</u> <u>1</u>

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 Inches. The Space between the Top-timbers is 3 to 4 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 3 ft 6 in to 5 ft 9 in 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.

The Frame is all 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.

The Butts of the Timbers are close together; their thickness not less than 39 15 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. Cap Chocks, full Butts and Scarphs.

The Main Kelson is composed of African Oak and the False Kelson of

The Scarphs of the Kelsons are not less than Six feet two inches.

The Deck and Hold Beams are composed of British & African 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 Two Shakes American Oak, rest British & African 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 Oak.
 The Sheer-strakes of African & British Oak Decks, and state of, Yellow Pine New.
 The Gunwales of African Oak. Water-ways of Red Pine.
 The Shifts of the Planking are not less than 2 6 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.

Planking Inside.—The Clamps are composed of American white Oak the Stringers of American white Oak.
 The Bilge Planks of American white Oak and the remainder of the Ceiling of American white Oak.

Fastenings.—To Hold Beams And lodging knees in Square body, British Oak knees in Cant bodies, & Stringer above & below Beams.
 Deck Beams And lodging knees British Oak & Stringer, with 20 diagonal iron knees down from deck Beams.
 Number of Breasthooks Four Pointers Two forward and two aft, British Oak Riders, large size above, and Cast iron below.
 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 Clark
 Surveyor's Name Wm. R. Manning

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 1/4	3	Bower,
1	Fore Top Sails,	70	Hempen Stream Cable.....	7 1/4	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser	5 1/4	1	Kedge,
1	Main Sails,	80	Towlines	4		All of proper weight.
2	Main Top Sails,	60	Warp <i>Warp Chain</i>	3 1/4		
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 Irish Boat & Sloop.

The present state of the Windlass is good with Capstan Double Winch Good and Rudder good.
How & Lawrence's Patent Purchase Four lead Pumps good.

General Remarks—Statement and Date of Repairs.

Laid on in December 1837 and launched 28th January 1839.
Surveyed at the three prescribed periods, and at other times Specially while Building. Frame all English and Welsh Oak, of good quality, and well seasoned; every Alternate frame, bolted together in Square body, and all the Cant frames bolted together to Gunwale; Cross Chocks, full Butts and Scarphs, Planing and Ceiling of good quality, and well wrought; Stiffs five and Six feet, wrought two and three between, and where two is wrought between, the Butt is not on same timber, Number of Beams as per other Side, and securely fastened to the Sides, with horizontal and diagonal knees, and Stingers; Four Breasthooks, and two Pointers forward, well fitted; Two Pointers Aft below; and two Rulers above of British Oak, and large size, Connecting Stern frame, and after body; Wing and Rider Transoms iron wired; Ridge, Butt, and footwale Copper bolted, through and clenched on rings; Nelson bolts thro' each floor, and clenched on rings, on Main keel, and the Workmanship is generally good; her Stores and furnishings, are of the best description.

Special Survey Fee £10.10/- paid.

If Sheathed, Doubled, or Felted, Sheathed with Stone, from Masts to about five feet down Amidships

and Date when last done and Coppered on Paper to 1 1/2 feet forward & 1 1/2 feet aft, in January 1839

And Am of opinion this Vessel should be Classed 10 M.

The Amount of the Fee.....£ 3 : 3 : - is received by me,

Wm. S. Morris

Committee Minute 5 March 1839

Character assigned A 1 for 10 Years

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