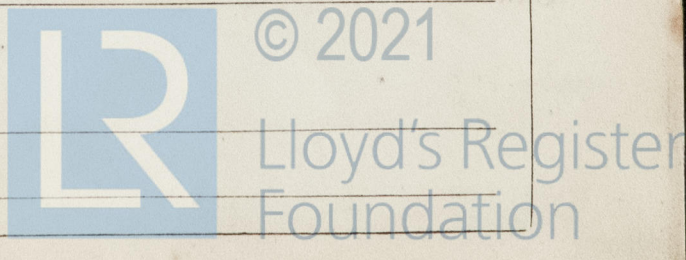


No. 650 - Survey held at Glasgow Date 27th March 1859. 650
on the New Ship "Pateshire" Master Adam P. Currie
Tonnage 536 1/2 m Built at Glasgow When built 16th January 1859
By whom built James M. Millan Owners Daniel Sharp
Port belonging to Glasgow Destined Voyage Glyde to Bombay
If Surveyed Afloat or in Dry Dock On Docks

Length aloft.....	Feet. <u>122</u> Inches. <u>7 1/2</u>	Extreme Breadth <u>amidships</u>	Feet. <u>24</u> Inches. <u>7 1/2</u>	Depth of Hold	Feet. <u>19</u> Inches. <u>1</u>
Scantlings of Timber:			Thickness of Plank.		
Timber and Space.....	each <u>13 1/2</u>	Inches. Middle <u>14</u> Ends <u>11</u>	Outside. Inches.	Inside. Inches.	
Floors.....	sided <u>13</u>	Moulded <u>14</u>	Keel to Bilge	Foot Waling.....	<u>4 1/2</u>
1 st Foothooks.....	" <u>11 1/2</u>	" <u>11</u>	Bilge Planks	Bilge Planks	<u>4 1/2</u>
2 nd Ditto.....	" <u>10 1/2</u>	" <u>9 1/2</u>	Bilge to Wales	Ceiling in Flat	<u>3</u>
3 rd Ditto.....	" <u>9 1/2</u>	" <u>8</u>	Wales	Ditto Bilge to Clamp	<u>3</u>
Top Timbers	" <u>8</u>	" <u>7 1/2</u>	Topsides	Hold Beam Clamps	<u>4</u>
Deck Beams	Number of <u>22</u>	" <u>11 8</u>	Sheer Strakes <u>2. Walls 2. 9 1/2</u>	Deck Beam Ditto.....	<u>3 1/2</u>
Hold Beams	Do. do. <u>16</u>	" <u>13 10</u>	Plank Sheers.....	Ceiling 'twixt Decks	<u>2 1/4</u>
Keel	" <u>13</u>	" <u>14</u>	Water-ways	Hold Beam Shelves	<u>5 1/2 x 1 1/4</u>
Kelsons	" <u>14</u>	" <u>15 1/2</u>	Upper Deck	Deck Beam ditto	<u>4 1/4 x 1 3/4</u>
			Lower Deck.....	Lower deck Spirketting <u>4</u>	
				Upper ".....	<u>3 1/2</u>
Size of Bolts in Fastenings.					
Copper.		Copper.	Iron.		
Heel-Knee, and Dead Wood abaft	<u>1 1/4</u>	Bolts thro' the Bilge and Foot Waling.....	<u>7/8</u>	Hold Beam.....	<u>1</u>
Scarphs of Keel.....	N ^o . <u>1</u>	Butt End Bolts	<u>3/4</u>	Deck Beam	<u>7/8</u>
Floor Timber Bolts.....	<u>1 1/8</u>	Lower Pintle of the Rudder	<u>3/2</u>		
Kelson ditto.....	<u>1 1/8</u>				
Transoms and throats of Hooks	<u>1 1/2 x 1 1/8</u>			same in Iron above the Copper	<u>1 1/2 x 1 1/8</u>
Arms of Hooks	<u>1 1/8</u>				<u>1 1/8</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 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 Oak.
Her Shifts of the first and second Foothooks are not less than 4 ft. to 4 ft. 3 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 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 1/5 of the entire moulding at that place.
The Frame is well chocked with a Butt at each end of the chock. Red Chocks, full Butts, 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 Six feet three inches.
The Deck and Hold Beams are composed of African & British Oak.
Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Quebec Rock 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 New.
The Gunwales of African Oak Water-ways of Red Pine.
The Shifts of the Planking are not less than 596 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 three between, mostly.
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 & British Oak.
Fastenings.—To Hold Beams { Iron lodging pieces on African Oak Chocks in Square body. Double lodging
British Oak pieces in Cant bodies above and below beams
Deck Beams { Iron lodging pieces on African Oak Chocks in Square body. Double lodging
British Oak pieces in Cant bodies with Stringer. 226 diagonal iron pieces from Table Standard connecting side & centre beams
Number of Breasthooks Six Pointers Two aft, British Oak Crutches One iron aft.
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 very good.

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



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,	240	Chain	1 1/2	3	Bower,
2	Fore Top Sails,	80	Hempen Stream Cable	8	1	Stream,
2	Fore Topmast Stay Sails,	70	Hawser	5 1/2	2	Kedge,
1	Main Sails,	70	Towlines	4 1/2		All of proper weight.
2	Main Top Sails,	70	Warp	3 1/2		
	and well found in other Sails.		Stream chain.	3 1/2		
			All of <u>good</u> quality.	3 1/2		

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

She has 1 Long Boat and 1 Jolly Boat and Cutter.

The present state of the Windlass is good with Capstan good and Rudder good.
How & Fawcett's Patent (Purchase) } Four lead pumps good.

General Remarks—Statement and Date of Repairs.

Laid on in December 1837 and launched 16th January 1839.
Surveyed at the three prescribed periods, and at other times specially while Building. Frame all English and Welsh Oak of good quality, very well squared, and well seasoned. Shifts good, and third futlocks run all to Gunwale in square body, Cross Chocks butted, full Butts keyed or Dowelled, and some Scarphs. Planking and Ceiling as on other side, quality good, and well wrought. Shifts good, very few being two between, and these giving Shifts from 1 1/2 to 3 feet, with two between. Waterways 9 inches, Plank next ditto 5 inches, let into Beams 3/4 of an inch, Plank next ditto 4 inches, all of Red Pine, and bolted, out and in, through Paint Shackle, and up and down through Beam ends, and each Plank, Ridge, Butt, and footwale Copper bolted, through and clenched on rings, Nelson bolts thro each floor, and clenched on rings, on main keel, number of Beams, on other side; securely fastened, with horizontal and Diagonal Iron knees and Stingers, as described. Two Timbers, and an Iron Crotch Aft, Lower Stingers and knees, well connected Aft, and the Wing and Rider transoms iron stined to the sides, securing well the Stern frame, to the after body. She is well finished, and the Stores and furnishings are of the best description.

Special Survey Fee £15.15/- Paid.

If Sheathed, Doubled, or Felted, Sheathed with Pine, from Wales, to about six feet down Amidships,
and Date when last done and to same range forward and Aft, & Coppered on keel to
And Am of opinion this Vessel should be Classed 12 A 1. 16 feet forward & 17 feet aft, in Jan^y 1839

The Amount of the Fee.....£ 5 : 5 : is received by me,

John B. Cumming

Committee Minute 5 April 1839

Character assigned A 1 pr 12 Years



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