

No. 674 - Survey held at Greenock Date 2nd May 1839
on the New Brig "Lura" Master David Swan
Tonnage 213 1/2 M. Built at Greenock When built 1st May 1839
By whom built Robert Duncan & Co. Owners Andrew Lusk & Others
Port belonging to Greenock Destined Voyage Lynde to Singapore
If Surveyed Afloat or in Dry Dock On Stocks

Length aloft.....40^{Feet}9^{Inches} Extreme Breadth 20^{Feet}4^{Inches} Depth of Hold11^{Feet}10^{Inches}

Scantlings of Timber:

Timber and Space.....	each	Inches.	Inches.	Inches.
Floors.....	sided	<u>4 1/2</u>	Moulded	<u>10 1/2</u>
1 st Foothooks.....	"	<u>8 1/2</u>	"	<u>8 1/2</u>
2 nd Ditto.....	"	<u>7 1/2</u>	"	<u>7 1/2</u>
3 rd Ditto.....	"	<u>7</u>	"	<u>6</u>
Top Timbers.....	"	<u>6</u>	"	<u>5 1/2</u>
Deck Beams.....	Number of <u>14</u>	<u>8 1/2</u>	"	<u>9</u>
Hold Beams.....	No. <u>14</u>	<u>10 1/2</u>	"	<u>10 1/2</u>
Keel.....	"	<u>11</u>	"	<u>13</u>
Kelsons.....	"	<u>12 1/2</u>	"	<u>12 1/2</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>2 3/4</u>	Foot Waling.....	<u>3 1/4</u>
Bilge Planks.....	<u>1 1/2</u>	Bilge Planks.....	<u>1 1/2</u>
Bilge to Wales.....	<u>2 1/4</u>	Ceiling in Flat.....	<u>2 1/2</u>
Wales.....	<u>1 1/2</u>	Ditto Bilge to Clamp.....	<u>2 1/2</u>
Topsides.....	<u>2 1/4</u>	Hold Beam Clamps.....	<u>3</u>
Sheer Strakes.....	<u>2 1/2</u>	Deck Beam Ditto.....	<u>2 3/4</u>
Plank Sheers.....	<u>2 1/4</u>	Ceiling 'twixt Decks.....	<u>2 1/4</u>
Water-ways.....	<u>6</u>	Hold Beam Shelves.....	<u>1 1/2</u>
Upper Deck.....	<u>2 3/4</u>	Deck Beam ditto.....	<u>1 1/2</u>
		Lower deck Sportetting.....	<u>3</u>
		Upper - <u>10</u> - <u>10</u> - <u>10</u>	<u>2 1/2</u>

Copper.

Heel-Knee, and Dead Wood abaft.....	<u>1 1/2</u>
Scarp of Keel.....	<u>3/4</u>
Floor Timber Bolts.....	<u>1</u>
Kelson ditto.....	<u>1</u>
Transoms and throats of Hooks.....	<u>1</u>
Arms of Hooks.....	<u>7/8</u>

Size of Bolts in Fastenings.

Copper.

Bolts thro' the Bilge and Foot Waling.....	<u>3/8</u>
Butt End Bolts.....	<u>1/2</u>
Lower Pintle of the Rudder.....	<u>2 1/4</u>

Iron.

Hold Beam.....	<u>7/8</u>
Deck Beam.....	<u>7/8</u>

same in Iron above the Copper.....1 1/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 to 4 Inches. The Space between the Top-timbers is 3 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 Oak & Brazilian hard wood Timber.

Her other Foothooks and Top Timbers of British & African Oak.

Her Shifts of the first and second Foothooks are not less than 3 feet 3 inches 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 1/2 to 1 1/2 of the entire moulding at that place.

The Frame is well chocked with Butt at each end of the chock. Crop Chocks and full Butts.

The Main Kelson is composed of American Oak and the False Kelson of American Oak.

The Scarphs of the Kelsons are not less than 2 1/2 feet 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 Quebec Rock Elm.

From the first Foothook Heads to the Light Water Mark of Red Line.

From the Light Water Mark to the Wales of Pitch Pine.

The Wales and Black-strakes are of British & African Oak.

The Topsides of Pitch Pine.

The Sheer-strakes of British & African Oak Decks, and state of Yellow Pine New.

The Gunwales of British & African Oak Water-ways of Red Pine.

The Shifts of the Planking are not less than 2 1/2 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 Oak the Stringers of American Oak.

The Bilge Planks of American Oak and the remainder of the Ceiling of American Oak and in lower decks Pitch Pine.

Fastenings.—To Hold Beams Double lodging pieces British Oak and Stringer.

Deck Beams Double lodging pieces British Oak and Stringer.

Number of Breasthooks Four Pointers American Oak Crutches 1 1/2 and transoms lined to the side.

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. Footwaling Bolts iron.

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 R. Cunningham



© 2021

Lloyd's Register Foundation

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,	180	Chain	1 1/8	3	Bower,
2	Fore Top Sails,	75	Hempen Stream Cable.....	6 1/2	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser	4 1/2	1	Kedge,
1	Main Sails,	75	Towlines	5 1/2		All of proper weight.
2	Main Top Sails,		Warp			
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 Solly Boat.

The present state of the Windlass is good with Capstan Double Winch good and Rudder good.

Patent Purchase! Two lead Pumps good.

General Remarks—Statement and Date of Repairs.

Laid on in July 1838. and launched 1st May 1839. Frame all English & Welsh Oak, with the exception of a few of the floors and Footboards of Brazilian hard Wood, and a few timbers of African Oak, all of good quality, and well squared and Shifter. Cross Schocked and some full Butts, frames all bolted together. Planking and Beiling as on other Side, well wrought; and Shifted, two and three between, and where two, the butt is not on same timber; Nelson bolts, and Pilgo and butt bolts, through and clenched on rings; Number of Beams and fastenings as on other Side, an iron Grutch, and two Oak Spinters left, connecting Stern frame to after body, the transoms are iron kned to the side, and She is well finished.

Specially Surveyed while Building
Just £10. 10/- paid.

If Sheathed, Doubled, or Felted, Sheathed with Fine, from Wales to about three feet down Amidships,
and Date when last done and to same ranges forward and aft, and coppered to the Wales in April 1839.

And Am of opinion this Vessel should be Classed "A 1."

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

John R. Currier

Committee Minute 4 June 1839

Character assigned A 1 for 9 years



© 2020

Lloyd's Register Foundation