

No. 679 Survey held at Grenock Date 1st May 1839
 on the New Marine "Palmyra" Master Peter Brown
 Tonnage 394 G. M. Built at Grenock When built 27th April 1839
 By whom built Robert Steele Esq. Owners Messrs Lindsay Esq & others
 Port belonging to Grenock Destined Voyage Glasgow to Australia
 If Surveyed Afloat or in Dry Dock On Stocks

Length aloft.....	Feet. <u>17</u> Inches. <u>5 1/2</u>	Extreme Breadth <u>amidships</u>	Feet. <u>22</u> Inches. <u>7 1/2</u>	Depth of Hold	Feet. <u>17</u> Inches. <u>3 1/2</u>		
Scantlings of Timber:			Thickness of Plank.				
Timber and Space.....	each	Inches. <u>13</u>	Inches. Middle <u>13 1/2</u> Inches. Ends <u>11</u>	Outside.	Inches. <u>1</u> Inside.	Inches. <u>3 1/2</u>	
Floors.....	sided	<u>11 1/2</u>	Moulded <u>13 1/2</u> "	Keel to Bilge	<u>1</u>	Foot Waling.....	<u>3 1/2</u>
1 st Foothooks.....	"	<u>11</u>	" <u>11</u> "	Bilge Planks	<u>1 1/2</u>	Bilge Planks	<u>4 1/2</u>
2 nd Ditto.....	"	<u>10</u>	" <u>9 1/2</u> "	Bilge to Wales	<u>3 1/4</u>	Ceiling in Flat	<u>3</u>
3 rd Ditto.....	"	<u>9</u>	" <u>7 1/2</u> "	Wales	<u>5</u>	Ditto Bilge to Clamp	<u>3</u>
Top Timbers	"	<u>8</u>	" <u>6 1/2</u> "	Topsides	<u>3</u>	Hold Beam Clamps	<u>5</u>
Deck Beams	Number of <u>21</u>	<u>10 1/2</u>	" <u>11</u> "	Sheer Strakes	<u>3 1/2</u>	Deck Beam Ditto.....	<u>3</u>
Hold Beams	Do. <u>13</u>	<u>12 1/2</u>	" <u>12</u> "	Plank Sheers.....	<u>3 1/2</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Keel	"	<u>15</u>	" <u>16</u> "	Water-ways	<u>9</u>	Hold Beam Shelves	<u>1 1/2</u>
Kelsons	"	<u>15</u>	" <u>15 1/2</u> "	Upper Deck	<u>3 1/2</u>	Deck Beam ditto.....	<u>4 1/2</u>
				Lower Deck.....	<u>2 1/2</u>	Lower deck Spacing.....	<u>3</u>
						Upper ".....	<u>2 1/2</u>

Copper.		Copper.	Iron.
Heel-Knee, and Dead Wood abaft	Inches. <u>18 1/4</u>	Bolts thro' the Bilge and Foot Waling.....	Inches. <u>3 1/2</u>
Scarp of Keel..... N ^o .	<u>7 1/8</u>	Butt End Bolts	<u>3 1/8</u>
Floor Timber Bolts.....	<u>1 1/8</u>	Lower Pintle of the Rudder	<u>3 1/4</u>
Kelson ditto.....	<u>1 1/8</u>		
Transoms and throats of Hooks	<u>1 1/8</u>		
Arms of Hooks	<u>7 1/8</u>		
			same in Iron above the Copper

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 25 to 32 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 Timber.
 Her other Foothooks and Top Timbers of British African Oak.
 Her Shifts of the first and second Foothooks are not less than 3 1/4 in. 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.
 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 1 1/2 of the entire moulding at that place.
 The Frame is well chocked with a Butt at each end of the chock. Cross Chocks, and full Butts dowelled.
 The Main Kelson is composed of African Oak Greenheart and the False Kelson of African Oak.
 The Scarphs of the Kelsons are not less than Six feet inches.
 The Deck and Hold Beams are composed of British Oak.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Quebec Rocky Elm.
 From the first Foothook Heads to the Light Water Mark of two Stages Quebec White 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 Greenheart.
 The Topsides of African & British Oak.
 The Sheer-strakes of Greenheart & 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 5 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.

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

Fastenings.—To Hold Beams { Iron lagging pieces on Chocks in Square body, Double lagging British Oak knees in Corn spaces with Stringer above and below Beams.
 Deck Beams { Iron lagging pieces on Chocks in Square body, and double lagging British Oak knees on Corn bodies, with Stringer and 3/4 diagonal iron pieces and double standards connecting hold and deck Beams.
 Number of Breasthooks Five Pointers Two Riders, and one Crutch off of Chock.
 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 iron bolted into each timber.
 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

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 1/8	3	Bower,
2	Fore Top Sails,	75	Hempen Stream Cable	8 1/2	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser	5 1/2	2	Kedge,
1	Main Sails,	80	Towlines	4		All of proper weight.
2	Main Top Sails,	75	Warp	7 1/8		
	and well found in other Sails		Stream Chain			
			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 Sally Boat & Lug.

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.

Commenced Building in August 1838 and launched 27th April 1839.—Frame all British African Oak of good quality, and very well squared, Shifts good, entirely built in frame, Cross Shocked, and full batts dowelled or keyed, quality of planing and Ceiling as on other side, very good, well shifted, and wrought three between; Nelson bolts, and the Ridge and butt bolts through and clenched on rings; Keel, and Stem Knee, and lower dead wood, bolts also through and clenched on rings, number of Beams as on other side, and securely fastened with horizontal and diagonal iron Knees and Stringers. Waterways fastened as follows; Waterway and thick plank next ditto of Red Pine, the latter let into Beams 3/4 of an inch, and bolted out and in, through Paint Strake; the third plank in deck next ditto, caged into Beams, and an up and down bolt through cog, and these three planks bolted into Waterways, with two bolts at each Beam end, Two iron Riders, and an iron Scrutch Aft, and the Transoms secured to the Sides with iron Knees, She is well finished, and her Stores and furnishings are of the best description.

Specially Surveyed while Building
Fee £10.10/- Paid.

If Sheathed, Doubled, or Felted, Sheathed with Pine from Males to about six feet down Amidships, and
and Date when last done to same ranges forward and aft, over paper, and Sheathed with Yellow
And Am of opinion this Vessel should be Classed "2 A 1" Males to the Males in April 1839

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

Wm. P. Crossin

Committee Minute 4 June 1839

Character assigned A 1 for 12 Years
[Signature]



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Foundation