

No. 694 Survey held at Grampoch Date 1st June 1839
 on the Sw. Marine "John Calvin" Master Alexander Abercrombie
 Tonnage 420 G. M. Built at Grampoch When built 1st June 1839
 By whom built Robert Duncan & Co. Owners John Taylor & Others
 Port belonging to Grampoch Destined Voyage Clyde to Barcelona
 If Surveyed Afloat or in Dry Dock On Rocks

Length aloft.....	Feet. <u>19</u> Inches. <u>9</u>	Extreme Breadth <u>amidships</u>	Feet. <u>23</u> Inches. <u>9</u>	Depth of Hold	Feet. <u>18</u> Inches. <u>4</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space..... each	Inches. <u>13 1/2</u>		Outside.	Inches.	Inside.	
Floors..... sided	<u>13 1/2</u>	Moulded	Keel to Bilge	<u>3 1/2</u>	Foot Waling.....	<u>4</u>
1 st Foothooks.....	<u>12</u>	"	Bilge Planks	<u>5</u>	Bilge Planks	<u>4 1/2</u>
2 nd Ditto.....	<u>10</u>	"	Bilge to Wales	<u>3 1/4</u>	Ceiling in Flat	<u>3</u>
3 rd Ditto.....	<u>9</u>	"	Wales	<u>5</u>	Ditto Bilge to Clamp	<u>3</u>
Top Timbers	<u>8</u>	"	Topsides	<u>3</u>	Hold Beam Clamps	<u>4</u>
Deck BeamsNumber of <u>22</u>	<u>10 1/2</u>	"	Sheer Strakes	<u>3 1/2</u>	Deck Beam Ditto.....	<u>3 1/2</u>
Hold BeamsDo. do. <u>15</u>	<u>13</u>	"	Plank Sheers.....	<u>3 1/4</u>	Ceiling 'twixt Decks	<u>2 3/4</u>
Keel	<u>14</u>	"	Water-ways	<u>10 = 6 1/4</u>	Hold Beam Shelves	<u>5 1/2</u>
Kelsons	<u>14</u>	"	Upper Deck	<u>3 1/4</u>	Deck Beam ditto.....	<u>4 1/2</u>
					Lower deck Spacing.....	<u>3 1/2</u>
					Upper do.	<u>3</u>

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft ..	<u>1 1/2</u>				
Scarp of Keel.....N ^o .	<u>7/8</u>	Bolts thro' the Bilge and Foot Waling.....	<u>3/4</u>	Hold Beam.....	<u>1</u>
Floor Timber Bolts.....	<u>1 1/2</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>7/8</u>
Kelson ditto.....	<u>1 1/2</u>	Lower Pintle of the Rudder	<u>3/4</u>		
Transoms and throats of Hooks	<u>1 1/2</u>			same in Iron above the Copper	<u>1 1/2</u>
Arms of Hooks	<u>7/8</u>				<u>7/8</u>

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 15 to 3 Inches. The Space between the Top-timbers is 2 1/2 to 4 1/2 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 3 ft 11 in to 4 ft 2 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. to Gunwale.—
 The Butts of the Timbers are — close together; their thickness not less than 3/4 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 or keyed—
 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 two 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 American, 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 & British Oak—
 The Sheer-strakes of African & British Oak—Decks, and state of, Yellow Pine New—
 The Gunwales of African & British 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.

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—

Fastenings.—To Hold Beams Iron lagging knees on Chocks in Square body, double lagging British Oak knees in Cant bodies, with Stringers above & below
 Deck Beams diagonal iron knees, connecting hold and deck Beams.
 Number of Breasthooks Six below main deck, and one above ditto. Pointers Two ft 6 in Crutches One iron ft 6 in
 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 John P. Cummins

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,	85	Hempen Stream Cable.....	8	1	Stream,
2	Fore Topmast Stay Sails,	85	Hawser	6	2	Kedge,
1	Main Sails,	85	Towlines	4 1/2		All of proper weight.
2	Main Top Sails,	85	Warp	3 1/2		
	and well found in other Sails,	30	Stream Chain	7/8		
			All of <u>good</u> quality.			

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

She has 1 Long Boat and Sally Boat and Cutter.

The present state of the Windlass is good with Capstan good and Rudder good.
Two Hawse's Patent Purchase Four lead Pumps good

General Remarks—Statement and Date of Repairs.

Laid on in November 1838, and launched 1st June 1839.
Surveyed at the prescribed periods, and at other times Specially while Building, Frame English and Welsh Oak of good quality, and well Squared, Built wholly in frame, Shifts of timbers good, Cross choiced, and full Butts, dowelled or Neyed; Planking and Keeling as on other side, well wrought and Shifted, two and three between, three Mostly, and where two is wrought, the Butts are not on same timber; Number of Beams as described, and securely fastened, with horizontal and diagonal iron, and Wooden Knives and Stingers; Two Pointers and an iron Crutch, aft, and the Wing and Rider Transoms are Kniced to the Sides, Ridge and Butt copper bolted, through and clenched on rings, Nelson bolts thro' each floor, and clenched on rings, on Main Keel. She is well finished, and her Stores and furnishings of the best description.

Special Survey Fees £12.12/- Paid

If Sheathed, Doubled, or Felted,

and Date when last done

Coppered (over) felt, down to light water mark, and
paper below from the walls to keel.

And Am of opinion this Vessel should be Classed "10 A 1."

^{3/4} The Amount of the Fee.....£ 5 : 5 : 0 is received by me,

John P. Curran

Committee Minute 9th July 1839

Character assigned 20 10 Years

HA

WJ



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