

No. 720 Survey held at Greenock Date 21st August 1839 720
on the New Barque "Tomatin" Master Daniel Wingate
Tonnage 352 G. M. Built at Greenock When built 9th August 1839
By whom built Robert Shute & Co. Owners William Jamieson & Others
Port belonging to Glasgow Destined Voyage Glyde to Australia
If Surveyed Afloat or in Dry Dock On Stocks

Length aloft.....	Feet. <u>104</u> Inches. <u>9 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> Ends <u>13</u>	Outside.	Inches.	Inside.
Floors..... sided	<u>1 1/2</u>	Moulded	Keel to Bilge	<u>4</u>	Foot Waling..... <u>3 1/2</u>
1 st Foothooks.....	<u>11</u>	"	Bilge Planks	<u>5 1/2</u>	Bilge Planks
2 nd Ditto	<u>10</u>	"	Bilge to Wales	<u>3 3/4</u>	Ceiling in Flat
3 rd Ditto	<u>9</u>	"	Wales	<u>5</u>	Ditto Bilge to Clamp
Top Timbers	<u>8</u>	"	Topsides	<u>3</u>	Hold Beam Clamps
Deck Beams	<u>10 1/2</u>	"	Sheer Strakes	<u>3 1/2</u>	Deck Beam Ditto.....
Hold Beams	<u>12 1/2</u>	"	Plank Sheers.....	<u>3 1/2</u>	Ceiling 'twixt Decks
Keel	<u>15</u>	"	Water-ways	<u>9</u>	Hold Beam Shelves <u>3 1/2</u> x <u>13 1/2</u> x <u>13</u>
Kelsons	<u>15</u>	"	Upper Deck	<u>3 1/2</u>	Deck Beam ditto
			Lower Deck	<u>2 1/2</u>	Lower deck Spurling
Size of Bolts in Fastenings.					
Copper.		Copper.	Iron.		
Heel-Knee, and Dead Wood abaft ...	<u>1 1/2</u>	Bolts thro' the Bilge and Foot Waling ...	<u>3 1/2</u>	Hold Beam.....	<u>1 1/2</u>
Scarpns of Keel..... N°.	<u>7/8</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>1 1/2</u>
Floor Timber Bolts.....	<u>1 1/8</u>	Lower Pintle of the Rudder	<u>3/4</u>		
Kelson ditto.....	<u>1 1/8</u>				
Transoms and throats of Hooks	<u>1 1/8</u>			same in Iron above the Copper	<u>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 1/2 to 3 1/2 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 feet 6 ins. 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 1/3 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. Good chocks, full Butts keyed or dowelled. The Main Kelson is composed of African Oak and the False Kelson of African Oak. The Scarpns of the Kelsons are not less than six 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 Two Strakes Quebec 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 and Greenheart. The Topsides of British & African 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.

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 on lodging knees on blocks in square body, double lodging British Oak knees in cant bodies, with Wingers above & below Beams. Deck Beams on lodging knees on blocks in square body, double lodging British Oak knees in cant bodies, with Wingers above & below Beams. Number of Breasthooks Five Pointers Four iron Riders and Crutches an iron scratch off two pins to Rider Transom. 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. General Quality of Workmanship good.

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name John P. Cunningham
Surveyor's Name John P. Cunningham

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
2	Fore Top Sails,	75	Hempen Stream Cable.....	8	1
2	Fore Topmast Stay Sails,	76	Hawser	6	1
1	Main Sails,	75	Towlines	5	
2	Main Top Sails,	75	Warp Stream Chain....	7 1/2	
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 Jolly Boat and Gig—

The present state of the Windlass is good— Capstan good— and Rudder good—

Four lead Pumps good—

General Remarks—Statement and Date of Repairs.

Laid on in September 1838— and launched 9th August 1839—
Surveyed at the three prescribed periods, and at other times
Specially while Building, Frame English and Welsh Oak, with
a few timbers of African Oak, all of good quality, well squared and
well seasoned; Plank wholly in frame, Plank of Timbers good, Grofs
Checked, and full Plank Noyed or dowelled; Planking and Ceiling
of good quality, well brought and shifted, Number of Beams
as on other side, Securely fastened as described; the Stringer to
Upper deck, and the Upper Stringer to hold, Beams, sided to 7
inches on outside edge, and tapered to 3 1/2 inches inside edge,
She has four iron Riders, and an iron Trutch aft, and the transom
kneged to the sides, Copper Pluge and Plugs bolted through and
clenched on rings, Nelson bolts through each floor and clenched
on rings on Main keel, She is well finished, and her Stores and
furnishings are of the best description.

Special Survey Fee £10.10/-

If Sheathed, Doubled, or Felted,

and Date when last done

And

of opinion this Vessel should be Classed

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

Committee Minute

Character assigned

10 Sept 1839

A 1 for 10 Yrs.

Wm. P. Cummin



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