

885

No. 885 Survey held at Greenock Date 31st July 1840
 on the New Barque "Levenside" Master John Campbell
 Tonnage 259. G.W. Built at Greenock When built 26th June 1840
 By whom built Robert Duncan & Co. Owners John MacMillan and others
 Port belonging to Greenock Destined Voyage Clyde to Jamaica
 If Surveyed Afloat or in Dry Dock On Stocks

Length aloft	Feet.	Inches.	Extreme Breadth Amidships	Feet.	Inches.	Depth of Hold	Feet.	Inches.
Scantlings of Timber.			Thickness of Plank.					
	Inches.		Inches.	Middle	Ends	Outside.	Inches.	Inside.
Timber and Space	each	18				Keel to Bilge	2 3/4	Foot Waling
Floors	sided	10 1/2	Moulded	11		Bilge Planks	1 1/4	Bilge Planks
1 st Foothooks	"	9 1/2	"	9		Bilge to Wales	2 3/4	Ceiling in Flat
2 nd Ditto	"	8 1/2	"	8		Wales	4 1/2	Ditto Bilge to Clamp
3 rd Ditto	"	7 1/2	"	4		Topsides	2 1/4	Hold Beam Clamps
Top Timbers	"	6 3/4	"	6	4 1/2	Sheer Strakes	2 3/4 to 3 1/2	Deck Beam Clamps
Deck Beams	N. ^o . of	15	"	8 1/2	6	Plank Sheers	2 3/4 to 3 1/2	Deck Beam Ditto
Hold Beams	N. ^o . of	9 1/2	"	1 1/2	5	Water-Ways	1 1/4	Ceiling 'twixt Decks
Keel	"	18	"	10 1/2	4 1/2	Upper Deck	2 3/4	Hold Beam Shelfs
Kelsons	"	18	"	13	3			Deck Beam Ditto
				15 1/2	3			Lower Deck Spar Holes
								After 22 ft. 3 1/2
								Iron.
								Inches.
<i>Yellow Metal</i>								
Heel-Knee, and Dead Wood abaft	1 3/4	1 1/2	<i>Yellow Copper Metal</i>					
Scarps of Keel	N. ^o .	3 1/4	Bolts thro' the Bilge and Foot Waling	3/4		Hold Beam	1	
Floor Timber Bolts		1	Butt End Bolts	5/8		Deck Beam	7/8	
Kelson ditto		1	Lower Pintle of the Rudder	9 3/4				
Transoms and throats of Hooks		1		11/4		same in Iron above the Copper	1 1/2	
Arms of Hooks		1 1/2						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 ft 3 1/2 Inches. The Space between the Top-timbers is 2 ft 5 Inches.

The Stem, Stern Post, are composed of *Honduras Mahogany* the Transoms, Aprons, Knight Heads, Hawse Timbers, of *British oak and Mahogany* and are *un* free from all defects.

The Floors and first Foothooks are composed of *British and Foreign oak* Timber.

The other Foothooks and Top Timbers of *British and African oak*

The Shifts of the first and second Foothooks are not less than 3 ft. 6 to 3 ft. 9 in. N. B. When less than prescribed by the Rule, 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 *un* free from sap, and from thence downwards, the frame is *all well squared*

The alternate Frames are *all* bolted together. to *Gunwale* N. B. If not, state how bolted.

The Butts of the Timbers are *close* together; their thickness not less than *13 to 15* of the entire moulding at that place.

The Frame is *well* chocked with *some* Butts at each end of the chock. *cross chocks and full Butts*

The Main Kelson is composed of *American oak* and the False Kelson of *American oak, and below this every floor*

The Scarps of the Kelsons are not less than *6* feet *—* inches.

The Deck and Hold Beams are composed of *American and British oak*

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of *Elm*

From the first Foothook Heads to the Light Water Mark of *Elm*

From the Light Water Mark to the Wales of *Red Pine*

The Wales and Black-strokes are of *Foreign oak* The Topsides of *Red Pine*

The Sheer-strokes and Plank-sheers of *British and Foreign oak* The Water-ways of *Red Pine*

The Decks of *Yellow Pine* State of *new*

The Shifts of the Planking are not less than *5 1/2* Feet *—* Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought *two and three* between *four mostly*

Planking Inside.—The Limber-strokes are composed of *American oak* the Bilge Planks of *American oak*

The Ceiling, Lower Hold, of *Red British Pine & Amer. oak* Between Decks of *Red Pine*

Shelf Pieces of *American oak* Clamps of *American oak and Pitch Pine*

From Lodging knees on cheeks in gunwale body, double lodging British oak knees in cast bodies,

Fastenings.—To Hold Beams *with stringers above and below Beams*

Deck Beams *Double lodging knees of British oak with stringers, & 22 diagonal iron bars to each hold Beam*

Number of Breasthooks *four Blow & one Blanked Pointers* *two forward, and one Crutch* *of Iron, and two Brit. oak Riders abt*

Butts End Bolts are of *Yellow Metal* in the Bottom, and *a* Bolt in each Butt End through and clenched.

Bilge and Fastening *Yellow Metal* bolted through and clenched. *Footwaling, Iron bolts*

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

C. F. SEYFANG, PRINTER, FARRINGDON STREET, LONDON.

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Lloyd's Register
Foundation

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.

N°.	
2	Fore Sails,
2	Fore Top Sails,
2	Fore Topmast Stay Sails,
1	Main Sails,
2	Main Top Sails,
	and well found in other sails

CABLES, &c.

Fathoms.	Inches.
200	Chain 14 3/16
80	Hempen Stream Cable 4 1/2
80	Hawser 5 3/4
80	Towlines 4
50	Warp Stream chain 3/4
	All of <u>good</u> quality.

ANCHORS, and their weights.

N°.	
3	Bower
1	Stream,
2	Kedge,

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

She has a Long Boat and Jelly Boat and Gig

The present state of the Windlass is good Capstan ~~badly wind~~ good Rudder good Four lead Gumpes good

General Remarks—Statement and Date of Repairs.

Laid on, in December 1839, and Launched 26th June 1840. Surveyed at the three prescribed periods, and at other times, specially while building; Stem and stern post, with the Wing transom, fashion pieced, and some of the Hawse timbers, of Honduras Mahogany, of good quality; a few of the midship floor, of Foreign oak, and the rest of the frame of Welsh and Scotch oak, with a few African oak timbers, all of good quality and well squared; built wholly in frame; Shifts of timber good; broad chocks and full batts; Planking and ceiling as p. other side, of good quality and well wrought. Planked two and three between, three mostly, and where two is wrought, the batt is not on same timber; Number of Beams and fastenings as described; Two British oak Pidors, and iron crated aft, and the wing and Pider transom are Diagonally iron keed to the sides. She is Bilge and Batt bolted with Yellow Metal, thro' and clenched on rings; Nelson bolts Yellow metal, thro' each floor and clenched on rings. She is well finished and her stores and furnishings are of the last description.

If Sheathed, Doubled, Felted, or Coppered Coppered over paper to the water When last done in June 1840

I am of opinion this Vessel should be Classed "8A 1"

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

Special£ 18: 19: -

John R. Greening

Committee's Minute 4th Septe 1840

Character assigned 8A 1

J. R. Greening

CLY89/187

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