

No. 891 Survey held at Greenock Date 15th August 1844
 on the New Barque "Chevalier" Master John Dunlop
 Tonnage 243 B.M. Built at Greenock When built 15th August 1844
 By whom built William Simons & Co. Owners John Dennistoun and others
 Port belonging to Greenock Destined Voyage Glyde to Batavia and Singapore
 If Surveyed Afloat or in Dry Dock on Stocks

Length aloft	92	Feet.	9	Inches.	Extreme Breadth	21	Feet.	8	Inches.	Depth of Hold	15	Feet.	1	Inches.
Scantlings of Timber.														
Timber and Space	each	12	Inches.							Thickness of Plank.				
Floors	sided	11	Moulded	11	Inches.	Middle		Ends		Outside.		Inside.		
1 st Foothooks	"	10	"	9 1/2						Keel to Bilge	3		Foot Waling	3 1/2
2 nd Ditto	"	9	"	8 1/2						Bilge Planks	4		Bilge Planks	4
3 rd Ditto	"	8	"	7						Bilge to Wales	3		Ceiling in Flat	2 1/2
Top Timbers	"	7 1/4	"	6		5				Wales	4		Ditto Bilge to Clamp	2 1/2
Deck Beams	N ^o . of 10			9 1/2		6 1/2				Topsides	2 1/2		Hold Beam Clamps	4
Hold Beams	N ^o . of 13			8		6				Sheer Strakes	3 1/2		Deck Beam Ditto	3 1/2
Keel	"	12	"	10		8				Plank Sheers	3		Ceiling 'twixt Decks	2 1/2
Kelsons	"	12	"	13		6 1/2				Water-Ways	9		Hold Beam Shelves	5. A 13
	"		"							Upper Deck	3		Deck Beam Ditto	11

Copper.				Size of Bolts in Fastenings.			
Heel-Knee, and Dead Wood abaft	1	Inches.					
Scarp of Keel	N ^o .	3	Inches.	Bolts thro' the Bilge and Foot Waling	3	Inches.	
Floor Timber Bolts	3	Inches.		Butt End Bolts	5	Inches.	
Kelson ditto	1	Inches.		Lower Pintle of the Rudder	3	Inches.	
Transoms and throats of Hooks	1	Inches.					
Arms of Hooks	1	Inches.					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 Inches. The Space between the Top-timbers is 3 to 5 Inches. The Stem, Stern Post, are composed of African & British oak The Transoms, Aprons, Knight Heads, Hawse Timbers, of British and African oak and are free from all defects. The Floors and first Foothooks are composed of British and African oak Timber. The other Foothooks and Top Timbers of British oak. The Shifts of the first and second Foothooks are not less than 3 ft. 6 in. 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 free from sap, and from thence downwards, the frame is all well squared. The alternate Frames are not bolted together. to Gunwale N. B. If not, state how bolted. The Butts of the Timbers are not close together; their thickness not less than 1/4 to 1/2 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. cross blocks and full Butts Roped. The Main Kelson is composed of British and African oak and the False Kelson of American oak. The Scarphs of the Kelsons are not less than 5 feet 10 inches. The Deck and Hold Beams are composed of British and African 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 American oak. From the Light Water Mark to the Wales of African and British oak. The Wales and Black-strakes are of African and British oak. The Topsides of Pitch Pine. The Sheer-strakes and Plank-sheers of African and British 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 ft. 6 in. Feet 10 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 three months.

Planking Inside.—The Limber-strakes are composed of American oak the Bilge Planks of American oak. The Ceiling, Lower Hold, of American oak. Between Decks of American oak. Shelf Pieces of American oak. Clamps of American oak.

Fastenings.—To Hold Beams Iron bolting pieces on chocks with stringer above and below. Deck Beams Iron bolting pieces on chocks in main Deck and double bolting British oak knees to Gunwale. Number of Breasthooks four below and one above. Pointers Iron Iron Riggers Crutches and an Iron bridle aft. 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

Surveyor's Name

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
2	Fore Sails,	160	Chain	1 3/16	3	Bower	
2	Fore Top Sails,	75	Hempen Stream Cable	4	1	Stream,	
2	Fore Topmast Stay Sails,	75	Hawser	5	2	Kedge	
1	Main Sails,	75	Towlines	4			
2	Main Top Sails,	60	Warp Stream chain	3 1/4			
and well found in other Sails			All of <u>good</u> quality.				

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

She has 1 Long Boat and 1 Jolly Boat

The present state of the Windlass is good Capstan good Rudder good Saw head Pumps good

General Remarks—Statement and Date of Repairs.

Laid out in June 1839, and Launched 15th August 1841. Purchased at the three prescribed periods, and frequently at other times, Specially while building, Frame English and Irish oak, of good quality and well squared. Every alternate frame bolted together. Shifts of timbers good. All Cross beams and full Butts keyed. Planking and baulking of good quality, and well wrought. Shifted two and three between, three mostly, and where two is wrought, the Butt is not on same timber, (number of Beams and fastenings as described). She has two Crow Riders, and an Iron bruted aft; and the Wing and Rider Transoms are Diagonally Iron keyed to the sides; She is St. Rige and Butt copper bolted thro', and clenched on rings; Footwale Iron bolted into each timber; Keelson Bolts copper, thro' each floor and clenched on rings; She is well finished, and her Stores and furnishings, are of the best description.

If Sheathed, Doubled, Felted, or Coppered Coppered and felt to the Wale When last done in August 1842

I am of opinion this Vessel should be Classed "10A1"

The Amount of the Fee.....£ 3 : " : " is received by me,
Special£ 12 : 3 : "

Wm. H. Lumsden

Committee's Minute 25th Sept 1842

Character assigned A 1 for 10 Gears