

No. 1055 Survey held at Lumbarton Date 6th August 1841.
 on the "New Ship" John Wickliffe Master W. Cheyne
 Tonnage 543.0m Built at Lumbarton When built 5th August 1841
 By whom built Wm Murep & Coy Owners John Taylor & others.
 Port belonging to Greenock Destined Voyage Glyde to Calcutta.
 If Surveyed Afloat or in Dry Dock On Stocks, while Building

Length aloft	Feet. 134 Inches. 6 10	Extreme Breadth	Amidships	Feet. 26 Inches. 6 10	Depth of Hold	Feet. 19 Inches. 8 10
Scantlings of Timber.						
Timber and Space	each	Inches. 26	Inches. Middle	Inches. Ends	Thickness of Plank.	
Floors	sided	13	Moulded	14	Outside.	Inside.
1 st Foothooks	"	12	"	12	Keel to Bilge	Foot Waling
2 nd Ditto	"	11	"	10 1/2	Bilge Planks	Bilge Planks
3 rd Ditto	"	9 1/2	"	9	Bilge to Wales	Ceiling in Flat
Top Timbers	"	8 1/2	"	7 1/4	Wales	Ditto Bilge to Clamp
Deck Beams N ^o . of 26	"	11 1/2	"	11 1/2	Topsides	Hold Beam Clamps
Hold Beams N ^o . of 17	"	13	"	13	Sheer Strakes	Deck Beam Ditto
Keel	"	13	"	14	Plank Sheers	Ceiling 'twixt Decks
Kelsons	"	15	"	15	Water-Ways	Hold Beam Shelves
Deck Beam Spaces 3 feet 4 in. to 5 feet 10 in.	"	15	"	15	Upper Deck	Deck Beam Ditto
Hold do do 4 feet 6 in. to 6 feet 8 in.	"	15	"	15	Lower Deck	Lower deck Spirketting
Copper.						
Heel-Knee, and Dead Wood abaft	Inches. 1 1/4	Size of Bolts in Fastenings.				
Scarp of Keel N ^o .	8	Copper.				
Floor Timber Bolts	1 1/4	Bolts thro' the Bilge and Foot Waling				
Kelson ditto	1 1/4	Butt End Bolts				
Transoms and throats of Hooks	1 1/4	Lower Pintle of the Rudder				
Arms of Hooks	8	}				
Iron.						
Hold Beam						
Deck Beam						
same in Iron above the Copper						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is ½ to 2 Inches. The Space between the Top-timbers is 2 to 5 Inches. The Stem, Stern Post, are composed of African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British Oak and are free from all defects.

The Floors and first Foothooks are composed of British Oak Timber.

The other Foothooks and Top Timbers of British Oak

The Shifts of the first and second Foothooks are not less than 4 feet 3 in. to 4 feet 6 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 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. N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 3 to 4 of the entire moulding at that place.

The Frame is well choiced with a Butt at each end of the choick. Crop Choick, full Butt and Scarphs.

The Main Kelson is composed of Morra and the False Kelson of Morra

The Scarphs of the Kelsons are not less than Six feet Six inches.

The Deck and Hold Beams are composed of 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 American & British Oak

From the Light Water Mark to the Wales of British Oak

The Wales and Black-strakes are of Greenheart, Morra, and Brit. Oak The Topsides of British Oak & Greenheart.

The Sheer-strakes and Plank-sheers of African & 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 to 6 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 & three (three mostly) between.

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 lodging knees on Choick in square Body. double lodging British Oak knees in Cant Bodies, with stringer and twenty two diagonal Iron hanging knees. Rods, with stringer above and below beams, and twenty two diagonal Iron hanging knees.

Deck Beams { Iron lodging knees on Choicks in square Body. double lodging Brit Oak knees in Cant Bodies, with stringer and twenty six diagonal Iron hanging knees.

Number of Breasthooks Six below & one above deck Pointers six aft & two forward. Crutches One Iron 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.

General Quality of Workmanship Good Four Hanson knees

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,	270	Chain	1 5/8	3	Bower,
2	Fore Top Sails,	70	Hempen Stream Cable	10	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser	8	2	Kedge,
2	Main Sails,	85	Towlines	6		
2	Main Top Sails,	85	Warp	5		
	and well found in other Sails	90	Steam Chain	1		
			All of <u>Good</u> quality.			

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

She has a Long Boat and Solly Boat & Cutter

The present state of the Windlass is Good, 2 Capstans Good and Rudder Good Four lead pumps good with Pow & Sawcut's Patent Purchase

General Remarks—Statement and Date of Repairs.

Laid on in September 1840, and launched 5th August 1841.
Surveyed at the three prescribed periods, and at other times specially, while building: Frame all English and Welsh oak, of good quality, and well squared: Shifts of Timbers good: Built wholly in frame. Cross Chocks, full Butts and Searphs. Planking and Ceiling of good quality, well wrought, and shifted two and three between, three mostly: A great many of the planks, both inside and outside, were removed, from being shaky, sappy, badly wrought, and otherwise defective: The outside plank, to the extent of one half of the Bottom plank, on each side, below the Males, together with several topside planks, and paintstrake, and a number of the inside Ceiling plank, removed from being defective, and badly wrought: Beams and fastenings as described, spaced as on other Side: She has six pointers, and an Iron Crutch aft, and two pointers forward: and the wing and Rider-transoms, are diagonally Iron Kneed to the sides. She is Bilge, Butt, and Fortwale Copper bolted, through and clenched on Rings, Nelson bolts through each floor, and clenched on Rings, on main Keel. She is well fastened & finished, her stores and furnishings, are of the best description.

When this Vessel was examined by Mr. Clark and myself, a great many of the outside plank, were found defective; this occurred from her being built at a distance from my port of residence, and from my not having been made aware of the state of her progress. She having remained some months in frame, after it was raised, and I had not seen her from the time they had commenced planking; several of the Ceiling plank, were also found defective, and badly wrought; these were removed, and the ship was carefully examined by Mr. Bayley, with myself, when he was here, on the Survey of the Steam Ship "Incursor", and all defects which were then marked out, in the planking, Ceiling, & Aft Beams, were thereafter made good.

If Sheathed, Doubled, Felted, or Coppered Sheathed with Pine & oak, from Males to about four feet down amidships; Felted from Males to Bilge. Coppered over paper below When last done to the masts, in August 1841.

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

The Amount of the Fee.....£ 5 : - : - is received by me,

Special£ 27 : 3 : -

Committee's Minute 27th August 1841

Character assigned 10 A 1