

No. 1071 Survey held at Glasgow Date 24th Aug. 1841
 on the New Barque "Peruvian" Master James Black
 Tonnage 354^{on} 394^{on} m. Built at Glasgow When built 18th August 1841
 By whom built Thos. Alexander & Coy Owners John Alrie & others
 Port belonging to Glasgow Destined Voyage Clyde to Calcutta
 If Surveyed Afloat or in Dry Dock In Stocks while Building

Length aloft	Feet. 110	Inches. 10	Extreme Breadth	Feet. 24	Inches. 5	Depth of Hold	Feet. 17	Inches. 6
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	26		Outside.	Inches.	Inside.		Inches.
Floors	sided	11 1/2	Moulded	Keel to Bilge	3	Foot Waling		4
1 st Foothooks	"	10 1/2	"	Bilge Planks	5 1/4	Bilge Planks	5 1/4	4
2 nd Ditto	"	9 1/2	"	Bilge to Wales	3 3/8	Ceiling in Flat		3
3 rd Ditto	"	8 1/2	"	Wales	5	Ditto Bilge to Clamp		3
Top Timbers	"	7 1/2	"	Topsides	2 3/4	Hold Beam Clamps		4
Deck Beams	N°. of — 19 —	10	"	Sheer Strakes	3 1/2	Deck Beam Ditto		3 3/4
Hold Beams	N°. of — 16 —	11	"	Plank Sheers	3 1/4	Ceiling 'twixt Decks		2 3/4
Keel	"	13	"	Water-Ways	7 1/2	Hold Beam Shelves	4 1/2 x 12	
Kelsons	"	14	"	Upper Deck	3	Deck Beam Ditto	4 1/2 x 12	
Deck Beam Spaces 2 ft 9 in. to 3 ft 4 in.			Size of Bolts in Fastenings.					
Hold do — 3 ft 2 in. to 6 ft 1 in.			Copper.					
Copper.			Iron.					
Heel-Knee, and Dead Wood abaft		1 1/8		Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam		1
Scarphs of Keel	N°. —	7/8		Butt End Bolts	5/8	Deck Beam		7/8
Floor Timber Bolts		1 1/8		Lower Pintle of the Rudder	3 3/8			
Kelson ditto		1 1/8				same in Iron above the Copper		1 1/8
Transoms and throats of Hooks		1 1/8						7/8
Arms of Hooks		7/8						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 1/2 Inches. The Space between the Top-timbers is 3 1/2 to 4 1/2 Inches. The Stem, Stern Post, are composed of British 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 & Foreign 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 11 in. to 4 feet. 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 very fairly 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 1/3 to 1/5 of the entire moulding at that place. The Frame is well chocked with no Butt at each end of the chock. Cross Chocks, full Butts and Scarphs. The Main Kelson is composed of American Oak and the False Kelson of American Oak. The Scarphs of the Kelsons are not less than six feet ten inches. The Deck and Hold Beams are composed of Quebec White 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-strakes are of American Oak. The Topsides of American Oak. The Sheer-strakes and Plank-sheers of American Oak. The Water-ways of American Oak. The Decks of Yellow Pine. State of New. The Shifts of the Planking are not less than 5 ft 6 in 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 the Limber-strakes are composed of American Oak the Bilge Planks of Amer. Oak. Between Decks of Red Pine. Ceiling, Lower Hold, of Red Pine. Clamps of American Oak. Self Pieces of American Oak. **Fastenings.**—To Hold Beams Iron lodging knees on Chocks, with stringer above & below Beams. Deck Beams Iron lodging knees on Chocks with stringer, & eighteen diagonal iron hanging knees. Number of Breasthooks five Pointers Two Iron aft. Crutches One Iron aft. Butts End Bolts are of Yellow Metal in the Bottom, and 2 Bolt in each Butt End through and clenched. Bilge and Footwaling Copper bolted through and clenched. Four Transom knees. 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,	240	Chain	1 3/8	3	Bower, S.
2	Fore Top Sails,	80	Hempen Stream Cable	8 1/2	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser	6	2	Kedge, S.
1	Main Sails,	80	Towlines	4 1/2		
2	Main Top Sails,	50	Warp	15/16		
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 a Long Boat and Solly Boat

The present state of the Windlass is Good Capstan Good and Rudder Good Your lead pumps good with Low & Lawrence's patent purchase

General Remarks—Statement and Date of Repairs.

Laid on in January, and launched 18th August, 1841.
Survived at the three prescribed periods, and at other times specially while building:
Frame all English and Scotch Oak, (with the exception of the flat floors, which are of American Oak.) of good quality, and well squared. Built wholly in frame, shifts of timbers good, cross chocks, full Butts, and Scarphs. Planking and Ceiling good of their kind, fairly wrought, shifted two and three between, three mostly, and where wrought two between, the Butt has a move of two and three timbers: number of Beams, fastenings, and Spaces, as described. She is Butt, Bidge, and Footwale copper bolted, through, and clenched on rings, Nelson bolts, through each floor, and clenched on rings, on main keel. She has two pointers, and an iron crutch aft, and the wing and rider transoms, are diagonally Iron kneed to the sides. She is well finished, and her Store and furnishings are complete, and of the best description.

If Sheathed, Doubled, Felted, or Coppered

Sheathed with Pine & Elm from Wales to about three feet down, amidships, to same ranges fore & aft & coppered over paper to the Males, When last done in August 1841

I am of opinion this Vessel should be Classed

"8A1"

The Amount of the Fee.....£ 4 : 0 : 0 is received by me,

Special£ 17 : 14 : 0

Committee's Minute 5th October 1841

Character assigned A 1 for 8 Year,

John R. Cumming

Certificate of Classification requested