

1303

No. 1303 Survey held at Gumbaron Date March 1843
 on the New Ship "Commodore" Master John Miller
^{424 old} Tonnage 489 new Built at Gumbaron When built 3rd March 1843
 By whom built Henry & Rankin Owners Galbreath & Carswell
 Port belonging to Glasgow Destined Voyage Clyde to Montreal
 If Surveyed Afloat or in Dry Dock On Stocks

Length aloft	Feet. $\frac{1}{10}$	Extreme Breadth Amidships	Feet. $\frac{1}{10}$	Depth of Hold	Feet. $\frac{1}{10}$
Scantlings of Timber.				Thickness of Plank.	
Timber and Space..... each	26	Inches. Middle Ends.		Outside. inches.	Inside. Inches.
Floors..... sided	12	Moulded 13		Keel to Bilge 3 $\frac{1}{2}$	Foot Waling 4
1 st Foothooks..... "	12	" 11		Bilge Planks 5	Bilge Planks 5
2 nd Ditto..... "	11	" 10 $\frac{1}{2}$		Bilge to Wales 3 $\frac{3}{4}$	Ceiling in Flat 3
3 rd Ditto..... "	9 $\frac{1}{2}$	" 9		Wales 5	Ditto Bilge to Clamp 3
Top Timbers	8 $\frac{1}{2}$	" 7 5 $\frac{1}{2}$		Topsides 3	Hold Beam Clamps 4
Deck Beams N°. of 22	9	" 10 7 $\frac{1}{2}$		Sheer Strakes 3 $\frac{1}{2}$ 8 $\frac{1}{4}$	Deck Beam Ditto 4
Hold Beams N°. of 19	12	" 13 10		Plank Sheers 4	Ceiling 'twixt Decks 2 $\frac{3}{4}$
Keel	13	" 13 "		Water-Ways 8	Hold Beam Shelves 5 $\frac{1}{2}$ 12
Kelsons.....	13	" 15 $\frac{1}{2}$ 8 $\frac{1}{2}$		Upper Deck 3	Deck Beam Ditto 5 $\frac{1}{2}$ 12
Deck Beam spaces 2 feet 6 in. to 4 feet 10 inches. Hold do 3 feet 9 in. to 4 feet 6 inches.				Lower Deck spartelling Upper do do	3 $\frac{1}{2}$ 3
Copper.		Size of Bolts in Fastenings.		Iron:	
Heel-Knee, and Dead Wood abaft	1 $\frac{1}{4}$ 1 $\frac{1}{8}$	Copper.		Hold Beam	1
Scarps of Keel..... N°. 1		Bolts thro' the Bilge and Foot Waling 3 $\frac{1}{4}$ 1 $\frac{1}{8}$		Deck Beam	1
Floor Timber Bolts	1 $\frac{1}{8}$	Butt End Bolts 3 $\frac{1}{4}$			
Kelson ditto	1 $\frac{1}{8}$	Lower Pintle of the Rudder 3 $\frac{1}{4}$			
Transoms and throats of Hooks	1 $\frac{1}{8}$			same in Iron above the Copper	1 $\frac{1}{8}$
Arms of Hooks	1 $\frac{1}{8}$				1 $\frac{1}{8}$

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 ft 3 Inches. The Space between the Top-timbers is 2 ft 6 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 ft to 4 ft 6 inches. 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 13 to 14 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. Cross Chocks and Scarps

The Main Kelson is composed of Greenheart and the False Kelson of Elm

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

The Deck and Hold Beams are composed of 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 Pitch Pine & African Oak

From the Light Water Mark to the Wales of African and British Oak, and Greenheart

The Wales and Black-strokes are of Greenheart, African & British Oak The Topsides of Pitch Pine

African & Brit. oak The Sheer-strokes and Plank-sheers of African Oak The Water-ways of Pitch Pine

The Decks of Yellow Pine State of New

The Shifts of the Planking are not less than 3 ft 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 three between

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

The Ceiling, Lower Hold, of American Oak Between Decks of Pitch Pine

Shelf Pieces of American Oak Clamps of American Oak

Fastenings.—To Hold Beams Iron lodging knees on chocks, with stringers above and below beams, and eight pair of diagonal iron hanging knee plates

Deck Beams Iron lodging knees on the timbers, partly on chocks, with stringers, & Nineteen pair of diagonal iron hanging knees.

Number of Breasthooks Six below deck, one above deck Pointers Two Iron aft Crutches One Iron aft

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

Bilge and Footwaling Upper & Yellow Metal bolted through and clenched.

General Quality of Workmanship Good

Four transom knees.

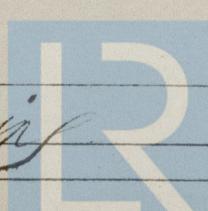
We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name

Surveyor's Name

G. 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.		CABLES, &c.		ANCHORS, and their weights.	
N°.	Fathoms.		Inches.	N°.	
2	Fore Sails,	240	Chain <u>1 1/16</u>	3	Bowers,
1	Fore Top Sails,	80	Hempen Stream Cable 8	1	Stream,
2	Fore Topmast Stay Sails,	90	Hawser 6 1/2	2	Kedges,
1	Main Sails,	80	Towlines 4 1/2		
2	Main Top Sails,	60	Warp. Stram Chain 7/8		
and well founys 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 Jolly Boat and Gig

The present state of the Windlass is good 2 Capstans, ~~Double Winch~~ and Rudder good with ~~Row & Hawse's Patent Purchaser~~ Four lead pumps good.

General Remarks—Statement and Date of Repairs.

Laid on in June 1842 Launched 3rd March 1843. Surveyed at the three prescribed periods, and at other times specially while Building. Frame all Welsh and Scotch oak, of good quality, and well squared. Frames all bolted together. Shifts of timbers good. Crob chocks & searchs, planking outside and ceiling of good quality, one well wrought, shifted three between. Number of Beams, fastenings, and spaces, as described. She has two iron pointers, and an iron crutch aft. and the Wing and Rider transoms are diagonally iron kneed to the sides. Yellow Metal or Copper Bilge Butt & footwall, bolted through and clenched on rings. Nelson bolts through each floor, and clenched on rings on main keel. She is well fastened and finished, and her stores and furnishings are complete, one of a good description.

Sheathed with Elm four feet down below the wales, and

If Sheathed, Doubled, Felted, or Coppered Coppered over paper to the wales When last done in March 1843

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

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Special £ 21 : 4 :

Committee's Minute 28th March 1843

Character assigned 111 A 1

John B. Skinner

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