

1351

No. 1351 Survey held at Greenock Date 1<sup>st</sup> June 1843  
 on the New Barque "Aberfoyle" Master Duncan McAlpine  
 Tonnage 336 old 417 new Built at Greenock When built 31<sup>st</sup> May 1843  
 By whom built James McMillan Owners Duncan McAlpine & others  
 Port belonging to Greenock Destined Voyage Clyde to Bombay  
 If Surveyed Afloat or in Dry Dock on Stocks

Length aloft	112 <sup>Feet.</sup> <sup>Inches.</sup> <sub>4/10</sub>	Extreme Breadth	23 <sup>Feet.</sup> <sup>Inches.</sup> <sub>8/10</sub>	Depth of Hold	18 <sup>Feet.</sup> <sup>Inches.</sup> <sub>0</sub>
<b>Scantlings of Timber.</b>					
Timber and Space	each 25 <sup>Inches.</sup>				
Floors	sided 11 1/2	Moulded	13		
1 <sup>st</sup> Foothooks	" 10	"	10 1/2		
2 <sup>nd</sup> Ditto	" 9	"	8 1/2		
3 <sup>rd</sup> Ditto	" 7 1/2	"	8		
Top Timbers	" 7	"	6	5	
Deck Beams	N <sup>o</sup> . of 14	"	10 1/2	9	6 1/2
Quarter Deck Beams	N <sup>o</sup> . of 9	"	9	9	5
Hold Beams	N <sup>o</sup> . of 16	"	10 1/2	10 1/2	8
Keel	" 13	"	14	"	"
Kelsons	" 13 1/2	"	16 1/2	4 1/2	"
Deck Beam spaces	2 ft. 3 in. to 4 ft. 1 in.				
Hold do	2 ft. 9 in. to 8 ft. 6 in.				
<b>Thickness of Plank.</b>					
<b>Outside.</b>			<b>Inside.</b>		
Keel to Bilge	3		Foot Waling	4	
Bilge Planks	4 1/2		Bilge Planks	4 1/2	
Bilge to Wales	3		Ceiling in Flat	3	
Wales	4 1/2		Ditto Bilge to Clamp	3	
Topsides	3		Hold Beam Clamps	4 1/2	
Sheer Strakes	3 1/2	4	Deck Beam Ditto	3 1/2	
Plank Sheers	3		Ceiling 'twixt Decks	2 1/2	
Water-Ways	8		Hold Beam Shelves	5 x 12	
Upper Deck	3		Deck Beam Ditto	4 1/2 x 12	
			Lower deck spirkutting	3 1/2	
			Upper do	3	
			<b>Iron:</b>		
			Hold Beam	1	
			Deck Beam	7/8	
				1 1/8	
				7/8	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 to 3 1/2 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 American and British Oak Timber.

The other Foothooks and Top Timbers of British Oak and East India Seak.

The Shifts of the first and second Foothooks are not less than 3 ft. 10 in. to 4 ft. 2 in. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are four

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 1/3 to 1/4 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 — inches.

The Deck and Hold Beams are composed of American & 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 Pine

From the Light Water Mark to the Wales of Pine

The Wales and Black-strakes are of American Oak The Topsides of Pitch Pine

The Sheer-strakes and Plank-sheers of American Oak The Water-ways of Pine

The Decks of Yellow Pine State of new

The Shifts of the Planking are not less than 5 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-strakes are composed of American Oak the Bilge Planks of American Oak

The Ceiling, Lower Hold, of Pine & American Oak Between Decks of Pine and pitch Pine

Shelf Pieces of American Oak Clamps of American Oak and pitch Pine

**Fastenings.**—To Hold Beams Four lodging knees on chocks, with stringer above and below beams, & nine pair diagonal iron hanging

Deck Beams Double lodging knees of British oak with stringer, and nine pair diagonal iron hanging knees.

Number of Breasthooks five below beam above deck Pointers five need aft Crutches one iron aft

Butts End Bolts are of Copper in the Bottom, and — Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper bolted through and clenched. footwaling iron bolted.

General Quality of Workmanship good Four Transom knees



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	240	Chain .....	1 3/8	3	Bower, S,
2	Fore Top Sails,	80	Hempen Stream Cable .....	8	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser .....	5 1/2	2	Kedge, S,
1	Main Sails,	75	Towlines .....	4 1/2	.	
2	Main Top Sails,	75	Warp .....	3 3/4		
and well found in other Sails		75	Stream Chain .....	7/8		
			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 and gig

The present state of the Windlass is Good Capstan Double Winch and Rudder Good Two Leaps pumps good.  
with Patent Purchase

**General Remarks—Statement and Date of Repairs.**

Said on in September 1841. Launched 30<sup>th</sup> May 1843. Surveyed at the three prescribed periods, and at other times specially, while Building. Floor and first futtocks mostly of American White oak; rest of the Frame Welsh and English Oak, and a few of the timbers, of East India Teak. All of good quality, and well squared. Shifts of timbers good. Built wholly in frame. Cross chocks, full Butts and scarps. Planking and culing of good quality, well wrought, and shifted three between. Number of Beams, fastenings, and spars as described. Two wood pointers, and an iron cut off. Copper Bilge and Butt bolts, thro' and clenched on rings. Nelson bolts through each floor, and clenched on rings, on Main Deck. Wing and Rider transoms are diagonally iron kneeed to the sides. Workmanship generally good throughout and her stores and furnishings are complete, and of a good description.

If Sheathed, Doubled, Felted, or Coppered Coppered from Keel, up, over lower strake of Males, over part felt and paper When last done in May 1843

I am of opinion this Vessel should be Classed "8A1"

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

Special .....£ 17 : 16 : ..

Committee's Minute 13<sup>th</sup> June 1843

Character assigned A

Certificate of Classification requested



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