

No. 1470 Survey held at Dumbarton Date 29th March 1844
 in the Sloop "Nelson" Master John Potter
 Tonnage 510 old 603 new Built at Dumbarton When built 7th March 1844
 By whom built Denny & Rankin Owners Lewis Potter & others
 Port belonging to Glasgow Destined Voyage Clyde to Bombay
 If Surveyed Afloat or in Dry Dock on stocks

Length aloft	128 ² / ₁₀	Extreme Breadth	A midships	26 ⁶ / ₁₀	Depth of Hold	19 ⁷ / ₁₀
Scantlings of Timber.				Thickness of Plank.		
Timber and Space	each 28	Inches.	Inches Middle	Inches Ends	Outside.	Inside.
Floors	sided 22 ¹ / ₂	Moulded 14			Keel to Bilge 3 ¹ / ₂	Foot Waling 4
1 st Foothooks	12 ¹ / ₂	12			Bilge Planks 5 ¹ / ₄	Bilge Planks 5
2 nd Ditto	11	11			Bilge to Wales 4	Ceiling in Flat 3 ¹ / ₂
3 rd Ditto	10	9 ¹ / ₂			Wales 5	Ditto Bilge to Clamp 3 ¹ / ₂
Top Timbers	9	7 ¹ / ₂	6		Topsides 3 ¹ / ₄	Hold Beam Clamps 4 ¹ / ₂
Deck Beams N ^o . of 23	10	11	7		Sheer Strakes 3 ¹ / ₂ 4	Deck Beam Ditto 4 ¹ / ₂
Hold Beams N ^o . of 19	14	14	10		Plank Sheers 4	Ceiling 'twixt Decks 3
Keel	13	14	m		Water-Ways 8	Hold Beam Shelves 5 x 12
Kelsons	14	14	8 ¹ / ₄		Upper Deck 3 ¹ / ₄	Deck Beam Ditto 5 x 12
<i>Deck Beam spaces, 3 ft 6 in. to 5 feet.</i>				<i>Lower deck</i>		
<i>Hold do do 4 ft to 6 feet 6 inches</i>				<i>Lower deck sheathing 4</i>		
Copper.				Iron.		
Heel-Knee, and Dead Wood abaft	1 ¹ / ₂ x 1 ¹ / ₈	Size of Bolts in Fastenings.		Inches.		
Scarp of Keel	N ^o . 1	Copper.				
Floor Timber Bolts	1 ¹ / ₂ x 1 ¹ / ₄	Bolts thro' the Bilge and Foot Waling		7/8	Hold Beam	1 ¹ / ₈
Kelson ditto	1 ¹ / ₂ x 1 ¹ / ₄	Butt End Bolts		3/4	Deck Beam	1
Transoms and throats of Hooks	1 ¹ / ₈	Lower Pintle of the Rudder		3 ¹ / ₂		
Arms of Hooks	7/8				same in Iron above the Copper	1 ¹ / 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 1/2 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 4 in. to 6 ft 8 in. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are five

The Frame is well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is all well square

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 1/2 to 1/4 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. Carp chocks, Scarphs, and full Butts.

The Main Kelson is composed of Greenheart and the False Kelson of American and African Oak

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

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

From the Light Water Mark to the Wales of African Oak, East India Teak, and Morra

The Wales and Black-strakes are of African & British Oak & E. I. Teak The Topsides of Pitch Pine

The Sheer-strakes and Plank-sheers of African 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 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 American Oak Between Decks of Pitch Pine

Shelf Pieces of American Oak Clamps of American Oak

Fastenings.—To Hold Beams Iron lagging knees on cheeks, with stringer above & below beams, & eleven pair of diagonal iron knee riders.

Deck Beams Iron lagging knees on the timbers, with stringer, and twelve pair of diagonal iron hanging knees & staple standards.

Number of Breasthooks Six below 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 Yellow Metal bolted through and clenched. Footwaling iron bolts into every timber

General Quality of Workmanship good. Three pair of Transom 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 1/2	3	Bowes
2	Fore Top Sails,	80	Hempen Stream Cable	9	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser	7	2	Kedges
1	Main Sails,	80	Towlines	5		
2	Main Top Sails,	60	Warp <u>Stream Chain</u>	1/8		
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 and fig

The present state of the Windlass is good. 2 Capstans, good and Rudder good Four lead pumps, good.
with Patent Purchase

General Remarks—Statement and Date of Repairs.

Laid on in June 1843, and launched 7th March, 1844. Surveyed at the three prescribed periods, and at other times specially, while building. Frame English, Welsh, and Portch oak, of good quality, and well squared. Built wholly in frame; Shifts of timber good. Cross chocks, Butt lipped, full Butts and Scarphs. Planthng and ceiling of good quality, well wrought, and Shifts three between. Number of Beams, Spaces, and fastenings, as described. She has two iron pointers, and an iron crutch aft. Bilge and Butt, yellow Metal bolted, through and clenches on rings; Nelson bolts through each floor, and clenched on rings on main keel. The finishings and workmanship good, with the exception of some of the hanging iron knees to deck and Hold Beams, which are not so well fitted, as I could wish. Her Stores and furnishings are complete, and of the best description.

If Sheathed, Doubled, Felted, or Coppered Yellow Metal over felt from keel to mast, over two lower When last done in March 1844.
(Strake of wales.)

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

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,
Special£ 25 : 10 : 0

Wm. D. Guinness

Committee's Minute 9th April 1844

Character assigned A 1 for 10 years

Certificate of Classification requested.



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