

1483

No. 1483 Survey held at Irvine Date 16th April 1844
 on the New Schooner "Glencairn" Master Alex. Murdoch
 Tonnage 86 old Built at Irvine When built 17th April 1844.
 By whom built Chat. Samson Owners Samson & Compt.
 Port belonging to Irvine Destined Voyage Irvine to Dublin
 If Surveyed Afloat or in Dry Dock On Stocks

| Length aloft | Feet. Inches. | Extreme Breadth Amidships | Feet. Inches. | Depth of Hold | Feet. Inches. |
|---------------------------------------|------------------|---------------------------|------------------|---------------------|--------------------------------|
| Length aloft | 65 $\frac{1}{2}$ | Extreme Breadth Amidships | 17 $\frac{1}{2}$ | Depth of Hold | 9 $\frac{1}{2}$ |
| Scantlings of Timber. | | | | Thickness of Plank. | |
| Timber and Space each | 19 $\frac{1}{2}$ | Inches. Middle | Inches. Ends | Outside. Inches. | Inside. Inches. |
| Floors sided | 8 | Moulded | 9 | Keel to Bilge | 2 $\frac{1}{2}$ |
| 1 st Foothooks " | 8 | " | 7 | Bilge Planks | 3 $\frac{1}{2}$ |
| 2 nd Ditto " | 7 | " | 6 | Bilge to Wales | 2 $\frac{1}{2}$ |
| 3 rd Ditto " | 6 $\frac{1}{2}$ | " | 5 $\frac{1}{2}$ | Wales | 3 $\frac{1}{2}$ |
| Top Timbers " | 6 $\frac{1}{2}$ | " | 4 $\frac{1}{2}$ | Topsides | 2 |
| Deck Beams N°. of 13 | 7 $\frac{1}{2}$ | " | 7 $\frac{1}{2}$ | Sheer Strakes | 3 |
| Hold Beams N°. of 4 | 8 | " | 8 $\frac{1}{2}$ | Plank Sheers | 2 $\frac{1}{2}$ |
| Keel " | 10 | " | 11 | Water-Ways | 1 $\frac{1}{2}$ |
| Kelsons " | 11 $\frac{1}{2}$ | " | 12 $\frac{1}{2}$ | Upper Deck | 2 $\frac{1}{2}$ |
| | | | | | Upper deck Spirketting |
| | | | | | Iron. Inches. |
| Copper. Iron | | | | | |
| Heel-Knee, and Dead Wood abaft | 1 $\frac{1}{2}$ | | | | |
| Scarps of Keel N° (Copper) | 3 $\frac{1}{2}$ | | | | |
| Floor Timber Bolts | 1 $\frac{1}{2}$ | | | | |
| Kelson ditto | 1 $\frac{1}{2}$ | | | | |
| Transoms and throats of Hooks | 1 $\frac{1}{2}$ | | | | |
| Arms of Hooks | 3 $\frac{1}{4}$ | | | | |
| | | | | | same in Iron above the Copper. |
| | | | | | 1 $\frac{1}{2}$ |
| | | | | | 3 $\frac{1}{4}$ |
| Size of Bolts in Fastenings. | | | | | |
| Copper. Iron | | | | | |
| Bolts thro' the Bilge and Foot Waling | 3 $\frac{1}{4}$ | | | | |
| Butt End Bolts | 5 $\frac{1}{2}$ | | | | |
| Lower Pintle of the Rudder | 2 $\frac{1}{4}$ | | | | |
| | | | | | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 $\frac{1}{2}$ to 4 $\frac{1}{2}$ Inches. The Space between

the Top-timbers is 5 to 6 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 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. to 3 ft. 3 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 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 13 to 15 of the entire moulding at that place.

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

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

The Scarps of the Kelsons are not less than five 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 Elm

From the Light Water Mark to the Wales of Red Pine

The Wales and Black-strokes are of American Oak The Topsides of American & British Oak

American & British Oak. The Sheer-strokes and Plank-sheers of British & 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 to 6 Feet Inches. N. B. If less than prescribed by the Rule, state whether general

The Planking is wrought 203, (three mostly) between

or partial, and if partial, in what part of the Ship.

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

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

Shelf Pieces of American Oak Clamps of American Oak

Fastenings.—To Hold Beams Doublé iron lodging knees, and clamps,

Deck Beams iron lodging knees in chocks with stringers

Number of Breasthooks three below fore and aft deck Pointers two iron, aft Crutches —

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

Bilge and Footwaling iron bolted through and clenched. Footwaling iron bolted, not through,

General Quality of Workmanship good

Two transom knees. © 2021

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

Builder's Name

Surveyor's Name

John R. Canning

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

She has SAILS.

| N°. | Fathoms. |
|--------------------------|----------|
| Fore Sails, | 150 |
| Fore Top Sails, | 75 |
| Fore Topmast Stay Sails, | 75 |
| Main Sails, | 75 |
| Main Top Sails, | 75 |

and a complete suit of new
sails, of the best extra cloth.

CABLES, &c.

| | Inches. |
|---------------------------|---------|
| Chain | 7/81 |
| Hempen Stream Cable | 5 3/4 |
| Hawser | 3 1/2 |
| Towlines | 2 3/4 |
| Warp Stream Chain..... | 7/8 |

All of Good quality.

ANCHORS, and their weights.

| N°. | Cwt | lbs |
|-----|---------|-------------|
| 2 | Bower, | { 5 — 2 — 0 |
| 1 | Stream, | — 3 — 3 — 0 |
| 1 | Kedge, | — 2 — 3 — 0 |

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

She has one Long Boat and _____

The present state of the Windlass is Good Captain Douglas Winch and Rudder New 2 Cast metal pumps, new

General Remarks—Statement and Date of Repairs.

Laid on in Nov. 1842. Launched 17th April 1844. Surveyed at the three prescribed periods, and at other times specially, while Building. Frame all Scotch and Welsh oak of good quality, and very fairly squared. Built in frame, Shifts of timbers good. Chock blocks well tipped, full Butts & Scarphs. Planking and Ceiling good of their kind, well wrought, and shifted three between, mostly. Number of Beams and fastenings as described. Butt and Pile bolts of iron, through and clenched on rings. Nelson bolts of iron.

The is well finished, and her stores and furnishings, are complete, and of a good description.

If Sheathed, Doubled, Felted, or Coppered Single bottom iron fastened. When last done _____

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

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,

Special£ 5 : 0 : 0

John P. Canning

Committee's Minute 23rd April 1844

Character assigned A for 8 years

J. P. Canning