

Rev 2 June 1797

No. 1717 Survey held at Dumbarton Date May 26th 1845
 on the Barge William Watson Master David Cunningham
 Tonnage 431 5/4 Built at Dumbarton When built 1845, Launched 23rd April
 By whom built Archd McMillan & Son Owners P & J Akeman
 Port belonging to Glasgow Destined Voyage Valparaiso
 If Surveyed Afloat or in Dry Dock Building & Afloat

Length aloft	<u>117 6</u>	Extreme Breadth	<u>28 1/2</u>	Depth of Hold	<u>17 9/16</u>
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Scantlings of Timber.

	inches.	inches.	inches.	inches.
Timber and Space.....	each	<u>2 1/2</u>	Moulded	<u>13 10/16</u>
Floors.....	sided	<u>12 1/2</u>	Moulded	<u>13 10/16</u>
1 st Foothooks.....	"	<u>11</u>	"	<u>12 10/16</u>
2 nd Ditto.....	"	<u>10 1/2</u>	"	<u>10 9/16</u>
3 rd Ditto.....	"	<u>9 1/2</u>	"	<u>9 1/2</u>
Top Timbers	"	<u>8 1/2</u>	"	<u>9 1/2</u>
Deck Beams N°. of 22	"	<u>10 1/4</u>	"	<u>10 7/16</u>
Hold Beams N°. of 19	"	<u>13</u>	"	<u>13 10/16</u>
Keel	"	<u>13</u>	"	<u>13 1/2</u>
Kelsons	"	<u>13</u>	"	<u>14</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	<u>3</u>	Foot Waling	<u>4</u>
Bilge Planks	<u>5</u>	Bilge Planks	<u>5</u>
Bilge to Wales	<u>4</u>	Ceiling in Flat	<u>3</u>
Wales	<u>5</u>	Ditto Bilge to Clamp	<u>3</u>
Topsides	<u>3</u>	Hold Beam Clamps	<u>4</u>
Sheer Strakes ^{2 Strakes}	<u>4 1/2</u>	Deck Beam Ditto ^{2 Strakes}	<u>4 3/4</u>
Plank Sheers	<u>4</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Water-Ways	<u>10 1/2</u>	Hold Beam Shelves ^{& Stringers}	<u>5</u>
Upper Deck	<u>3</u>	Deck Beam Ditto	<u>5</u>

Size of Bolts in Fastenings.

Copper.	Yellow Metal	inches.
Heel-Knee, and Dead Wood abaft	<u>1 1/4</u>	
Scarps of Keel..... N°. 8	<u>1</u>	
Floor Timber Bolts	<u>1 1/8</u>	
Kelson ditto	<u>1 1/8</u>	
Transoms and throats of Hooks	<u>1 1/8</u>	
Arms of Hooks	<u>1</u>	

Copper.

Bolts thro' the Bilge and Foot Waling

Iron.

Iron.	inches.
Hold Beam	<u>1 1/8</u>
Deck Beam	<u>1 1/8</u>
same in Iron above the Copper.....	<u>1 1/8</u>
Frames 3 1/4 inches apart	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is close Inches. The Space between the Top-timbers is 5 Inches.

The Stem, Stern Post, are composed of African Oak the Transoms, Aprons,

Knight Heads, Hawse Timbers, of English African Oak & Mora and are free from all defects.

The Floors and first Foothooks are composed of English African Oak & Mora Timber.

The other Foothooks and Top Timbers of English Oak, and Mora

The Shifts of the first and second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 feet 6 inches

The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared & free from Sap.

The alternate Frames are all bolted together.

N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1 1/2 of the entire moulding at that place.

The Frame is cross chocked with a Butt at each end of the chock.

The Main Kelson is composed of African British Oak & Mora and the False Kelson of Quebec White Oak

The Scarps of the Kelsons are not less than 6 feet — inches.

The Deck and Hold Beams are composed of English & African Oak, Mora & Gran heart, timber

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm

From the first Foothook Heads to the Light Water Mark of Quebec White Oak & Pitch Pine

From the Light Water Mark to the Wales of African Oak, Mora, English Oak hoodings

The Wales and Black-strakes are of African English Oak, & Mora The Topsides of Pitch Pine

The Sheer-strakes and Plank-sheers of African & English Oak The Water-ways of Red Pine

The Decks of Yellow Pine State of very good

The Shifts of the Planking are not less than 5 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 3 Strakes between

Planking Inside.—The Limber-strakes are composed of Quebec White Oak the Bilge Planks of Quebec White Oak

The Ceiling, Lower Hold, of Quebec White Oak Between Decks of Pitch Pine

Shelf Pieces of Quebec White Oak Clamps of Quebec White Oak

Fastenings.—To Hold Beams Shelf pieces, Stinger, iron staple lodging knees, & pair diag. hanging knees with long iron com. spikes

Deck Beams Shelf pieces, beams clowed to shelf, iron staple lodging knees, 1 pair iron diag. hanging knees

Number of Breasthooks Five Pointers one pair (iron) Crutches one

Butts End Bolts are of Yellow metal 1/4 inch in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling Yellow metal bolted through and clenched.

General Quality of Workmanship Good

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

Builder's Name Archd McMillan Sons

Surveyor's Name Wm Robertson

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

She has SAILS.

N ^o .	Fathoms.
2	Fore Sails,
2	Fore Top Sails,
2	Fore Topmast Stay Sails,
1	Main Sails,
2	Main Top Sails,

and all other requisite sails All of the best quality.

CABLES, &c.

Fathoms.	Inches.	N ^o .
240	Chain	14 1/2
60	Stream	3
75	Hempen Stream Cable	8 1/2
70	Hawser	6
80	Towlines	4
	Warp	

ANCHORS, and their weights.

	cwt	lb	cwt	lb	cwt	lb	cwt	lb
Bower,	24	11	10	22	12	10	20	10
Stream,	8	12	10					
Kedge,	3	11	0					

Her Standing and Running Rigging well fitted sufficient in size and good in quality.

She has one, 22 feet Long Boat and one, 20 feet Jolly Boat, & one, 20 feet Gig

The present state of the Windlass is good Capstan 2 in. 1^{1/2} and Rudder well fitted

General Remarks—Statement and Date of Repairs.

This Barque is a well finished and strong built Vessel her frame is chiefly composed of English Oak, well seasoned good timber of large scantling timbers all framed & bolted together.

She has been surveyed in accordance with the rules at three different stages and specially by me during the progress of building.

Sheathed with Yellow Metal over part paper and part felt to the 16 feet aft & 14 feet forward water mark.

Please to forward a Certificate of Classification.

If Sheathed, Doubled, Felted, or Coppered Yellow Metal, over felt & paper When last done April 1845

I am of opinion this Vessel should be Classed 10 A 1

June The Amount of the Fee £ 5 : 0 : 0 is received by me,
certificated of £ 0 : 10 : 0
Special £ 21 : 12 : 0

R. W. Robertson

£ 27 : 2 : 0

Committee's Minute 3rd June 1845

Character assigned

A for 10 Year

LR

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