

No. 1722 Survey held at Glasgow Date 4th June 1845
 on the Barge "Trafalgar" Master John Potter
 Tonnage 442 $\frac{42}{44}$ Built at Glasgow When built 1845 Launched May 23rd
 By whom built William Hood Rowan & Co^y Owners Lewis Potter & Co^y
 Port belonging to Glasgow Destined Voyage Calcutta
 If Surveyed Afloat or in Dry Dock Building Ship & afloat

Length aloft	Feet. 126	Inches. 3	Extreme Breadth	Feet. 27	Inches. 4	Depth of Hold	Feet. 19	Inches. 1		
Scantlings of Timber.			Thickness of Plank.							
Timber and Space	each	28		Outside.		Inches.	Inside.		Inches.	
Floors	sided	13	Moulded	13 1/2	10 1/2	Keel to Bilge	3 1/2	Foot Waling	4	
1 st Foothooks	"	11	"	11	10	Bilge Planks	5 1/2	Bilge Planks	5 Strakes	
2 nd Ditto	"	9 1/2	"	10	9	Bilge to Wales	4	Ceiling in Flat	3	
3 rd Ditto	"		"			Wales	5	Ditto Bilge to Clamp	3	
Top Timbers	"	9	"	9	6	Topsides	3	Hold Beam Clamps	4	
Deck Beams	N ^o . of 23	10	"	9 1/2	6 1/2	Sheer Strakes	4	Deck Beam Ditto	4	
Hold Beams	N ^o . of 20	13	"	13	10	Plank Sheers	4	Ceiling 'twixt Decks	2 1/2	
Keel	"	12 1/2	"	14		Water-Ways	10	Hold Beam Shelves	5	
Kelsons	"	14	"	15 1/2	8 1/2	Upper Deck	3 1/4	Deck Beam Ditto	5	
Yellow Copper Metal			Size of Bolts in Fastenings.						Iron.	
Heel-Knee, and Dead Wood abaft	1 1/4		Yellow Copper Metal			Inches.			Inches.	
Scarphs of Keel	N ^o . 8	1	Bolts thro' the Bilge and Foot Waling		13	16	Hold Beam	1 1/8		
Floor Timber Bolts	1 1/4		Butt End Bolts		3 1/4	3 1/4	Deck Beam	1		
Kelson ditto	1 1/4		Lower Pintle of the Rudder		3 3/8	3 3/8				
Transoms and throats of Hooks	1 1/8						same in Iron above the Copper	1 1/8		
Arms of Hooks	1 1/2	1 1/8						1 1/8 + 1		
			frames a board 3 1/2							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is close Inches. The Space between the Top-timbers is 48 1/2 Inches. The Stem, Stern Post, are composed of African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English & African Oak and are — free from all defects.

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

The other Foothooks and Top Timbers of English Oak

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 3 in

The Frame is well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is well squared and 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 13 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 Greenheart & Monia and the False Kelson of Quebec white Oak

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

The Deck and Hold Beams are composed of African, English Oak, & Greenheart timber

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

From the first Foothook Heads to the Light Water Mark of African Oak, Greenheart, & Monia English wood

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

The Wales and Black-strakes are of African, Greenheart & English Oak The Topsides of African Oak & Greenheart

The Sheer-strakes and Plank-sheers of African 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 three Strakes between

Planking Inside.—The Limber-strakes are composed of Quebec white Oak the Bilge Planks of Quebec 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 Dowled to Shelf, iron Staple Lodging knees, 10 pair diag^r hanging, 11 pair Standard

Deck Beams shelf, dowled to waterways, iron Staple Lodging knees, 11 pair diag^r hanging knees

Number of Breasthooks 3 below deck, above Pointers Iron, one pair Crutches one

Butts End Bolts are of Yellow Metal 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 Very good

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 the best 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,	240	Chain	1 1/2	3	Bower,	27 - 25 - 23
2	Fore Top Sails,	80	do	1	1	Stream,	14
2	Fore Topmast Stay Sails,	80	Hempen Stream Cable	9	1	Kedge,	2 1/2
1	Main Sails,	80	Hawser	7			
2	Main Top Sails,	80	Towlines	5			
	and other requisite sails	80	Warp	4			
			All of <u>the best</u> quality.				

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

She has one 22 ft. pin Long Boat and one 22 Gig, one 20 feet Polly Boat

The present state of the Windlass is New Capstan New and Rudder well hung

General Remarks—Statement and Date of Repairs.

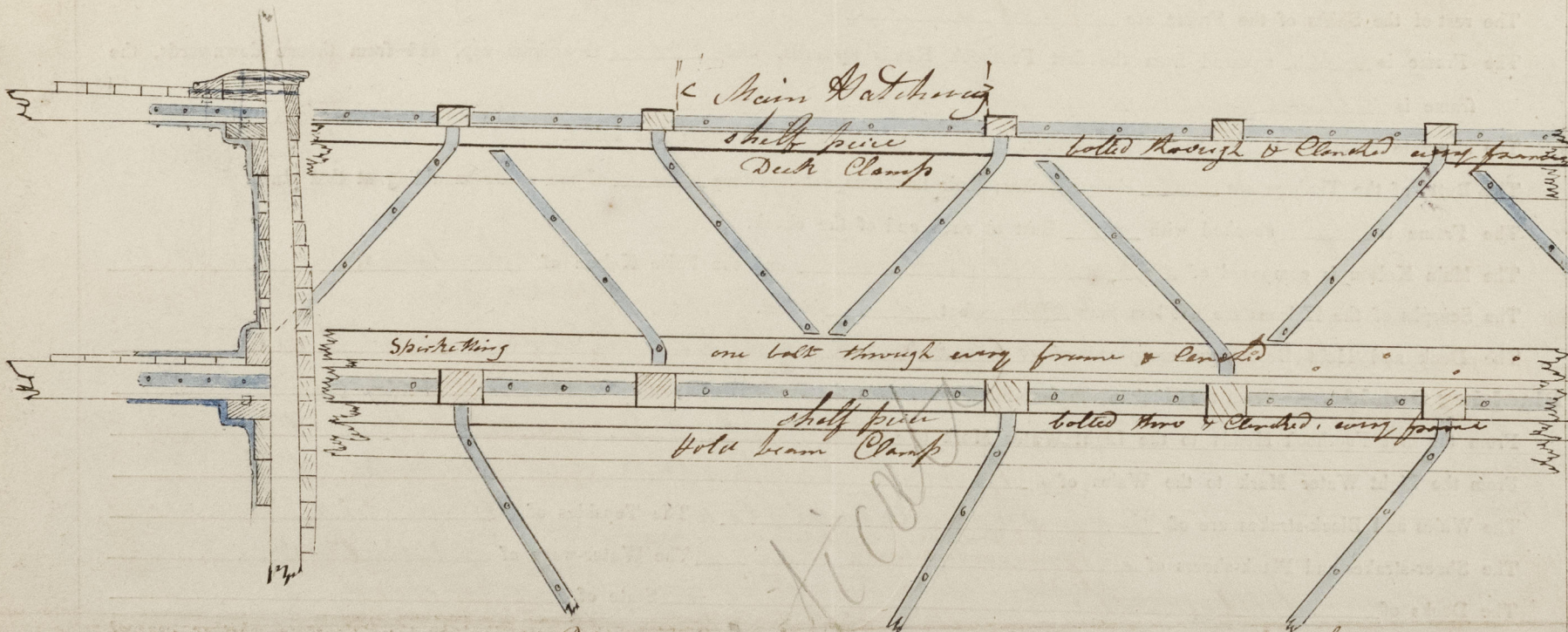
This is a well finished, strong, & substantial built Vessel, her frame is chiefly composed of English Oak timber of good quality, & well seasoned. Outside planking, African, & English Oak. Gunheart, & Morra, two strakes next above the first heads (amidships only) Quebec White Oak.

She has a Prop and figure head.

Fastenings.—One hanging bone Standard iron knee to every alternate Hold beam and Staple iron lodging knees to all the beams. The hanging knees to hold beams have long side arms down to the bilges. The beams are all pillard from the Nelson with iron of 2 1/2 inch, connected at both ends with screw bolts.

She has been surveyed at the three different stages, required by the Rules, and specially, by me during the progress of building.

Sheathed with Yellow Metal over Felt to the 18 1/2 feet water mark.



If Sheathed, Doubled, Felted, or Coppered Yellow Metal over Felt When last done April 1845

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

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

Certificate

Special£ 22 : 2 : 0

Committee's Minute 10 Jan 1845

Character assigned 1 for 10 years

Robt. Robertson