

No. 2080 Survey held at Greenock Date 14<sup>th</sup> August 1846  
on the Schooner "Sapphire" Master Peter McArthur  
Tonnage 221 <sup>old</sup> 193 <sup>new</sup> Built at Greenock When built 25<sup>th</sup> July 1846  
By whom built John Scott & Sons Owners McArthur Brothers  
Port belonging to Glasgow Destined Voyage Liverpool regular trader  
If Surveyed Afloat or in Dry Dock on Stocks

Length aloft	Feet. <u>85</u> Inches.	Extreme Breadth	Feet. <u>21</u> Inches. <u>4</u>	Depth of Hold	Feet. <u>13</u> Inches. <u>8</u>
<b>Scantlings of Timber.</b>					
Timber and Space	each <u>22</u>	Inches. Middle <u>10 1/2</u> Ends <u>10</u>	<b>Thickness of Plank.</b>		
Floors	sided <u>9 1/4</u>	Moulded <u>10 1/2</u>	<b>Outside.</b>		
1 <sup>st</sup> Foothooks	" <u>8 3/4</u>	" <u>8 1/2</u>	Keel to Bilge	Inches. <u>2 3/4</u>	<b>Inside.</b>
2 <sup>nd</sup> Ditto	" <u>8</u>	" <u>7 1/2</u>	Bilge Planks	<u>4</u>	Foot Waling
3 <sup>rd</sup> Ditto	" <u>7 1/2</u>	" <u>6 1/2</u>	Bilge to Wales	<u>3</u>	Bilge Planks
Top Timbers	" <u>7</u>	" <u>6</u> <u>4 3/4</u>	Wales	<u>4 1/4</u>	Ceiling in Flat
Deck Beams	N <sup>o</sup> . of <u>16</u>	" <u>8 1/2</u> " <u>9</u> <u>5 1/2</u>	Topsides	<u>2 1/2</u>	Ditto Bilge to Clamp
Hold Beams	N <sup>o</sup> . of <u>7</u>	" <u>9 1/2</u> " <u>9 1/2</u> <u>7 1/2</u>	Sheer Strakes	<u>3 1/2</u>	Hold Beam Clamps
Keel	" <u>12 1/2</u>	" <u>14</u> " <u>12 1/2</u>	Plank Sheers	<u>3</u>	Deck Beam Ditto
Kelsons	" <u>12</u>	" <u>12 1/2</u> <u>14 1/2</u>	Water-Ways	<u>5 3/4</u>	Ceiling 'twixt Decks
<b>Size of Bolts in Fastenings, distinguishing whether</b>			Upper Deck	<u>2 1/2</u>	Hold Beam Shelves
<b>Copper or Iron.</b>			<b>Iron.</b>		
Heel-Knee, and Dead Wood abaft	Inches. <u>1 1/2</u>	<b>Copper or Iron.</b>	Hold Beam	<u>1</u>	Lower deck spirkilling
Scarp of Keel	N <sup>o</sup> . <u>6</u> <u>3/4</u>	<b>Copper or Iron.</b>	Deck Beam	<u>7/8</u>	Upper do
Floor Timber Bolts	" <u>1</u>	Bolts thro' the Bilge and Foot Waling			
Kelson ditto	" <u>1</u>	Butt End Bolts			
Transoms and throats of Hooks	" <u>1</u>	Lower Pintle of the Rudder			
Arms of Hooks	" <u>1 1/2</u> <u>3/4</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 to 3 1/2 Inches. The Space between the Top-timbers is 3 to 8 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 1/2 in. to 3 ft 9 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 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 a Butt at each end of the chock. Crop chocks, scarp of full butts. The Main Kelson is composed of Morra & African oak and the False Kelson of Morra. The Scarp of the Kelsons are not less than five feet three inches. Deck and Hold Beams are composed of British oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Quebec rock Elm. From the first Foothook Heads to the Light Water Mark of American & African oak. From the Light Water Mark to the Wales of Greenheart and African oak. The Wales and Black-strakes are of Greenheart & African oak. The Topsides of Greenheart & African oak. The Sheer-strakes and Plank-sheers of African oak. The Water-ways of Red Pitch Pine. The Decks of Quebec Yellow Pine State of Good. 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 Quebec White oak the Bilge Planks of Quebec White oak. The Ceiling, Lower Hold, of Green & British oak Between Decks of Pitch Pine. Shelf Pieces of Quebec White oak Clamps of Quebec White oak.

**Fastenings.**—To Hold Beams Double iron lodging knees wrought on the stringer and stout clamps. Deck Beams Iron lodging knees on the frames with stringer, and six pair of diagonal iron knee riders, side arms down to inside bilge plank. Number of Breasthooks four below & one above deck Pointers two iron breast hooks & an iron Crutches abaft. 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, two bolts in the floor, & one into footlock hole, 3/4 iron, 10 inches long. General Quality of Workmanship Very good two iron knees & rider transom.

We certify that the preceding is a correct description of the above-named Vessel,  
Builder's Name \_\_\_\_\_ Surveyor's Name John R. Curran



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> .	Cut <sup>in</sup> lbs	
	Fore Sails,	180	Chain .....	1 3/4	2	Bower,	15 " 1 " 8 iron stock.
	Fore Top Sails,	65	Hempen Stream Cable .....	7	1	Stream,	4 " 0 " 4 do do
	Fore Topmast Stay Sails,	70	Hawser .....	5 1/2	1	Kedge,	5 " 2 " 2
	Main Sails,	70	Towlines .....	4			
	Main Top Sails,	70	Warp .....	3 1/4			
	and a complete suit of new sails, best cloth.		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

The present state of the Windlass is Good Capstan 3 double Winches and Rudder Good in all its parts and hangings  
with patent purchases Good Two lead pumps new.

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

Commenced to cut frame in June 1845. Keel laid in March, and launched 25<sup>th</sup> July 1846. Frame timber all Welsh & English oak, good quality, and very well square. Built wholly in frame. Shifts of timbers good. Cross cheeks, scarphs, & full butts. Planking and ceiling of good quality, well wrought, and shifted three between. Number of beam spaces, and fastenings as described. Solid beams, & four solid bulk heads, from keelson to deck, placed to suit the stowage, for the particular trade she is intended for, as shown in a drawing forwarded with the Report of survey N<sup>o</sup> 1731, in Schooner "Opal" belonging to the same owners. She has no transoms. Stern formed with long stern and counter timbers, running well down, making good shifts, and well secured. Bilge and butt bolted, in accordance with the rules. Two iron breasthooks, and an iron crutch aft, which, with the side arms of knees in lower hold, are through bolted with yellow metal and clinches. She is well finished, and the workmanship throughout good. Her stores and furnishings are complete, and of the best description.

Certificates of length, size, & testing of chain cables, herewith.

Deck Beam Spaces, from first beam 2 ft 9 in. + 2 ft 9 in. + 5 ft 5 in. + 4 ft 2 in. + 4 ft 3 in. + 4 ft 3 in. + 5 ft 1 in. + 4 ft 6 in. +  
<sup>main hatch</sup> 7 ft 1 in. + 4 ft 5 in. + 3 ft 10 in. + 4 ft 6 in. + 4 ft 1 in. + 4 ft 10 in. + 4 ft 6 in. + 4 feet. + 2 ft 8 in. to deck transoms.

Hold Beam Spaces, from first beam, 7 ft 3 in. + 4 ft 6 in. + 5 ft 6 in. + 17 ft 10 in. + 15 ft 2 in. + 14 feet. +  
4 ft 9 in. + 5 feet. to dead wood knee.

If Sheathed, Doubled, Felted, or Coppered Single bottom When last done \_\_\_\_\_

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

The Amount of the Fee.....£ 2: 0: 0 is received by me,

Special .....£ 10: 10: 0

Certificate (if required) .....£ " : " : "

Committee's Minute 1<sup>st</sup> Sept 1846

Character assigned A 1