

No. 209 Survey held at Greenock Date 11th September 1846
 on the Ship "Cottinwood" Master Robt Boyd
 Tonnage 307 ^{287 old} _{new} Built at Greenock When built 9th September 1846
 By whom built Wm Simons Esq Owners James Richardson Esq
 Port belonging to Glasgow Destined Voyage Glyde to
 If Surveyed Afloat or in Dry Dock on Stocks

| | | | | | |
|--|---------------------------------|---|---------------------------------------|--------------------------------|---------------------------------|
| Length aloft | 96 ¹ / ₁₀ | Breadth | 23 ³ / ₁₀ | Depth of Hold | 16 ³ / ₁₀ |
| Scantlings of Timber. | | | | | |
| Timber and Space | each | 22 ² / ₃ | Inches. Middle | Inches. Ends | |
| Floors | sided | 11 | Moulded | 12 | |
| 1 st Foothooks | " | 10 | " | 9 ¹ / ₂ | |
| 2 nd Ditto | " | 9 | " | 7 ¹ / ₂ | |
| 3 rd Ditto | " | 8 | " | 7 | |
| Top Timbers | " | 7 ¹ / ₂ | " | 6 | 5 |
| Deck Beams | N ^o . of | 18 | " | 9 | 5 ¹ / ₂ |
| Hold Beams | N ^o . of | 15 | " | 10 ¹ / ₂ | 9 |
| Keel | " | 12 ¹ / ₂ | " | 13 | " |
| Kelsons | " | 13 | " | 14 | 8 ¹ / ₄ |
| Thickness of Plank. | | | | | |
| Outside. | | | Inside. | | |
| Keel to Bilge | Inches. | 3 | Foot Waling | Inches. | 4 |
| Bilge Planks | " | 4 ¹ / ₂ | Bilge Planks | " | 4 |
| Bilge to Wales | " | 3 | Ceiling in Flat | " | 3 |
| Wales | " | 4 ¹ / ₂ | Ditto Bilge to Clamp | " | 3 |
| Topsides | " | 2 ¹ / ₂ | Hold Beam Clamps | " | 5 |
| Sheer Strakes | " | 3 ¹ / ₄ | Deck Beam Ditto | " | 3 ¹ / ₂ |
| Plank Sheers | " | 3 ¹ / ₂ | Ceiling 'twixt Decks | " | 2 ¹ / ₂ |
| Water-Ways | " | 9 | Hold Beam Shelves | " | " |
| Upper Deck | " | 3 ¹ / ₂ | Deck Beam Ditto | " | 4 |
| Size of Bolts in Fastenings, distinguishing whether | | | | | |
| Yellow Metal | | | Iron. | | |
| Heel-Knee, and Dead Wood abaft | Inches. | 1 ¹ / ₈ x 1 | Bolts thro' the Bilge and Foot Waling | Inches. | 3 ¹ / ₄ |
| Scarphs of Keel | N ^o . | 7 ¹ / ₈ x 3 ¹ / ₄ | Butt End Bolts | " | 5 ¹ / ₈ |
| Floor Timber Bolts | " | 1 | Lower Pintle of the Rudder | " | 3 |
| Kelson ditto | " | 1 | | | |
| Transoms and throats of Hooks | " | 1 | | | |
| Arms of Hooks | " | 7 ¹ / ₈ | | | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 Inches. The Space between the Top-timbers is 2 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 American and 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 8 in. to 3 ft 10 in. 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 3 to 4 of the entire moulding at that place.

The Frame is well choaked with no Butt at each end of the chock. Cross chocks, full butts and Scarphs.

The Main Kelson is composed of American oak and the False Kelson of Plm & Black Birch.

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

The Deck and Hold Beams are composed of Quebec White, and British oak.

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

From the first Foothook Heads to the Light Water Mark of Plm & Red pine.

From the Light Water Mark to the Wales of Red pine.

The Wales and Black-strakes are of Quebec White oak The Topsides of Pitch pine.

The Sheer-strakes and Plank-sheers of Quebec White oak The Water-ways of Red & pitch 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 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 Amer. But. oak.

The Ceiling, Lower Hold, of Red pine & Morra Between Decks of Pitch pine, Morra, & Amer. oak.

Shelf Pieces of American oak Clamps of American oak.

Fastenings.—To Hold Beams Double lodging knees on the frames with clamp and spirketting through bolted.

Deck Beams Double lodging knees on the frame with shelf piece, and eight pair of diagonal iron hanging knees.

Number of Breasthooks five below and one above Pointers two of iron Crutches one of iron aft.

Butts End Bolts are of Yellow Metal in the Bottom, and — Bolt in each Butt End through and clenched.

Bilge ~~and Footwaling~~ Yellow Metal bolted through and clenched. Footwaling iron bolts, two into each floor.

General Quality of Workmanship Good Four 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, | 200 | Chain | 1 1/2 | 3 | Bower, 15, 16, & 16 1/2 cwt. iron Stocked. |
| 1 | Fore Top Sails, | 75 | Hempen Stream Cable | 7 1/2 | 1 | Stream, 6 1/2 cwt. |
| 2 | Fore Topmast Stay Sails, | 75 | Hawser | 5 1/2 | 2 | Kedge, 2 1/2 & 4 cwt. |
| 1 | Main Sails, | 75 | Towlines | 4 1/2 | | |
| 2 | Main Top Sails, | 30 | Warp Stream Chain | 7/8 | | |
| 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 cutter.

The present state of the Windlass is Good ~~Capstan~~ Double Winch and Rudder Good
with patent purchases, & flat whelping Good *Two lead pumps, new.*

General Remarks—Statement and Date of Repairs.

Laid on in August 1845. Launched 9th September 1846. Surveyed at the three prescribed periods, and at other times specially while building. Frame Welsh and English oak, except floors and first futlocks, amidships, good quality, and well squared. Built wholly in frame. Shifts of timbers good. Cross chocks, full Butts & scaples. Planking and Ceiling of good quality, well wrought, and Shifted three between. Number of Beams, Spars, and fastenings, as describe. The Cabin beams are lowered to give height in the Cabin, and the out and in bolts in knees & ditto are of Yellow Metal, through and clenched. A pair of iron pointers, and an iron crutch aft. Bilge and butt bolts through and clenched. Workmanship good, and her stores and furnishings are complete, and of a good description.

Certificate of length, size, and rating, of chain cables, and weight of Anchors, are herewith.

Deck Beam Spaces, Hook to first beam, 3 ft. 6 in. + 4 feet. + 6 feet. + 4 ft. 4 in. + 4 ft. 4 in. + 4 ft. 4 in. + 6 ft. 1 in. + 4 feet. + 4 feet. + 7 ft. 9 in. Main hatch, + 4 feet. + 4 ft. 1 in. + 4 ft. 2 in. + 4 ft. 6 in. + 4 feet. + 5 feet. + 3 ft. 10 in. + 4 feet. + 3 feet to deck transom.

Hold Beam Spaces, Hook to first beam, 2 ft. 3 in. + 4 ft. 10 in. + 5 ft. 6 in. + 4 ft. 4 in. + 4 ft. 4 in. + 7 ft. 1 in. + 7 ft. 5 in. + 4 ft. 2 in. + 7 ft. 5 in. Main hatch, + 7 ft. 2 in. + 5 ft. 6 in. + 7 ft. 2 in. + 4 feet. + 4 feet. + 4 ft. + 2 ft. 3 in. to transom.

Coppered overfett from keel to staves, and

If Sheathed, Doubled, Felted, or Coppered over three lower water staves, When last done _____

I am of opinion this Vessel should be Classed "SAI"

The Amount of the Fee.....£ 2 1/2 : " is received by me,

Special£ 14 : " : "

Certificate (if required)£ " : 10 : "

Committee's Minute 15th Sept. 1846

Character assigned A 1

Certificate of Classification requested.