

No. 2200 Survey held at Greenock Date 21st January 1847
on the New schooner "Onyx" Master Peter McArthur
Tonnage 259 old 232 new Built at Greenock When built 4th January 1847
By whom built John Scott Sons Owners McArthur Brothers Prop
Port belonging to Greenock Destined Voyage Glyde to Liverpool regular trader
If Surveyed Afloat or in Dry Dock On Stocks

Length aloft 91 ^{Feet.} 10 ^{Inches.} 10 Breadth Amidships 22 ^{Feet.} 7 ^{Inches.} 10 Depth of Hold 14 ^{Feet.} 5 ^{Inches.} 10

Scantlings of Timber.

Timber and Space	each	Inches.	Inches.	Inches.
Floors	sided	10 1/2	Moulded	10 1/2
1 st Foothooks	"	9 1/2	"	8 1/2
2 nd Ditto	"	8 1/2	"	7 1/2
3 rd Ditto	"	7 1/2	"	6 1/2
Top Timbers	"	7	"	6
Deck Beams N ^o . of <u>16</u>	"	9 1/2	"	9 1/2
Hold Beams N ^o . of <u>10</u>	"	11	"	10
Keel	"	12 1/2	"	13 1/2
Kelsons	"	12	"	13 1/2

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	3	Foot Waling	3 1/4
Bilge Planks	4 1/2	Bilge Planks	4 1/4
Bilge to Wales	3	Ceiling in Flat	2 3/4
Wales	4 3/8	Ditto Bilge to Clamp	2 3/4
Topsides	2 3/4	Hold Beam Clamps <u>24</u> <u>48</u>	3 1/4
Sheer Strakes	3 1/2	Deck Beam Ditto	3 1/4
Plank Sheers	3	Ceiling 'twixt Decks	2 1/2
Water-Ways	5 3/4	Hold Beam Shelves	5 1/2
Upper Deck	3	Deck Beam Ditto	11 1/2
		Lower deck <u>spirketting</u>	3 1/2
		Upper deck <u>spirketting</u>	2 1/2

Copper or Iron.

Heel-Knee, and Dead Wood abaft 1 1/2 4
Scarp of Keel N^o Seven 7
Floor Timber Bolts 1
Kelson ditto 1
Transoms and throats of Hooks 1
Arms of Hooks 1 1/2 4

Size of Bolts in Fastenings, distinguishing whether

Copper or Iron.

Bolts thro' the Bilge and Foot Waling 3/4
Butt End Bolts 1 1/2
Lower Pintle of the Rudder 2 3/4

Hold Beam 1
Deck Beam 1

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 to 3 Inches. The Space between the Top-timbers is 3 to 5 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 2 ft. 6 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 very well squared

The alternate Frames are all bolted together. to Gunwale N. B. If not, state how bolted.

The Butts of the Timbers are — close together; their thickness not less than 1/2 to 3/4 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. Crop chocks, full Butts & Scarphs.

The Main Kelson is composed of African Oak and the False Kelson of Morra

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

The Deck and Hold Beams are composed of British & African 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 American & African Oak

From the Light Water Mark to the Wales of African Oak

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

The Sheer-strakes and Plank-sheers of African Oak The Water-ways of Pitch Pine

The Decks of Yellow Pine State of New

The Shifts of the Planking are not less than 5 1/2 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 then between

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

The Ceiling, Lower Hold, of American & But. Oak Between Decks of Pitch Pine

Shelf Pieces of American Oak Clamps of American Oak

Fastenings.—To Hold Beams Double iron lodging knees, and stringer.

Deck Beams Double iron lodging knees with stringer, & seven pair of diagonal iron hanging knees, side arms of five pair of which, run down to Bilge plank.

Number of Breasthooks four below & one above deck Pointers three iron hooks abaft Crutches one iron aft

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 iron bolts into each floor

General Quality of Workmanship very good Two knees to rider transom.

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 .	Cut qrs lbs	
	Fore Sails,	180	Chain	1 3/16	3	15 " 2 " 12 }	Iron stocked
	Fore Top Sails,	70	Hempen Stream Cable	7 1/2	1	15 " 2 " 8 }	
	Fore Topmast Stay Sails,	40	Hawser	6	1	14 " 2 " 0 }	
	Main Sails,	40	Towlines	4 1/4		5 " 2 " 25	
	Main Top Sails,	40	Warp	3 1/2		1 " 3 " 26	
	and a full suit of new sails of the best canvas		All of <u>Good</u> quality.				

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

She has one Long Boat and Solly boat

The present state of the Windlass is Good ~~Capstan~~ Shubb Winches and Rudder Good Two lead pumps good.

General Remarks—Statement and Date of Repairs.

Laid on in July 1846, Launched 4th January 1847. Surveyed Specially while building. Frame all Welsh oak, of good quality, and well squared. Built wholly in frame. Cross chocks, full butts and scarphs. Planking and ceiling good in quality, well fayed & varnished and shifted three between. Number of beams, spars, and fastenings, as described. Hold beams, and four solid Bulk heads from keelson to deck placed to suit the particular trade. She is intended for No transoms, except Rider transom above; long stern and Counter timbers running well down, and making good shifts, and well secured with three iron hooks, and an iron crutch. All out and in fastening bolts, of copper or mixed metal, through, and clinched in rings. Workmanship good throughout, and her stores and furnishings are complete, and of the best description.

We hereby
13/16 inch
"Onyx"
to a str
of each f
Marked

Deck Beam Spaces, Keel to first beam, 2ft. 10in. + 2ft. 10in. + 5 feet. + 4 feet 10in. + 4ft. 11in. + 5 feet. + 5ft. 1in. + 4ft. 11in. + 7 feet. Main hatch, + 5ft. 5in. + 5ft. 3in. + 5ft. 2in. + 5ft. 3in. + 5 feet + 5 feet + 4 feet + 3 feet, to deck transoms.

Hold Beam Spaces, Apron to first beam, 2 feet. + 4ft. 6in. + 4ft. 7in. + 7 feet + 15ft. 6in. + 20 feet + 14 feet + 4ft. 10in. + 3ft. 3in. + 2 feet. + 2 feet. to inner post.

Greenoe
26th

If Sheathed, Doubled, Felted, or Coppered Single bottom & copper fastened to the plates When last done _____

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

The Amount of the Fee.....£ 3 : " : " is received by me,

John

Special£ 11 : 12 : "

Certificate (if required)£ " : " : "

Committee's Minute 9th Feb. 1847

Character assigned for 10 Ea

John R. Cummins



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