

Rec'd 30/5/47

No. 2319 Survey held at Ayr Date 29th May 1847
 on the Ship 'Marchioness of Ailsa' Master James McPaduan
 Tonnage 299 old 335 new Built at Ayr When built 28th May 1847
 By whom built Sloan & Gemmell Owners Sloan & Gemmell brothers
 Port belonging to Ayr Destined Voyage Ayr to
 If Surveyed Afloat or in Dry Dock On Stocks

Length aloft	Feet. <u>102</u>	Inches. <u>0</u>	Extreme Breadth <u>Amidships</u> <u>23 1/2</u>	Feet. <u>23 1/2</u>	Inches. <u>0</u>	Depth of Hold	Feet. <u>16</u>	Inches. <u>0</u>
Scantlings of Timber.								
Timber and Space	each	<u>28</u>	Moulded	<u>3 1/2</u>		Keel to Bilge	<u>3</u>	Foot Waling
Floors	sided	<u>12 1/2</u>	"	<u>9 1/2</u>		Bilge Planks	<u>4 1/2</u>	Bilge Planks
1 st Foothooks	"	<u>11 1/2</u>	"	<u>8 1/2</u>		Bilge to Wales	<u>3 1/4</u>	Ceiling in Flat
2 nd Ditto	"	<u>10</u>	"	<u>7 1/4</u>		Wales	<u>4 1/2</u>	Ditto Bilge to Clamp
3 rd Ditto	"	<u>9 1/2</u>	"	<u>6 1/2</u>		Topsides	<u>3</u>	Hold Beam Clamps
Top Timbers	"	<u>9</u>	"	<u>5 1/2</u>		Sheer Strakes	<u>3 1/2</u>	Deck Beam Ditto
Deck Beams ... N°. of <u>19</u>	"	<u>12</u>	"	<u>12</u>		Plank Sheers	<u>3</u>	Ceiling 'twixt Decks
Hold Beams ... N°. of <u>16</u>	"	<u>12</u>	"	<u>12</u>		Water-Ways	<u>8</u>	Hold Beam Shelves
Keel	"	<u>14</u>	"	<u>15</u>		Upper Deck	<u>3</u>	Deck Beam Ditto
Kelsons	"	<u>14</u>	"	<u>16 1/2</u>		<i>Lower deck splicing</i>		
Size of Bolts in Fastenings, distinguishing whether Copper or Iron.								
Heel-Knee, and Dead Wood abaft	<u>1 1/4</u>	<u>1 1/8</u>	Copper or Iron.			Iron.		
Scarps of Keel	N°.	<u>8</u>	Bolts thro' the Bilge and Foot Waling	<u>Yellow Metal</u>	<u>3/4</u>	Hold Beam	<u>1</u>	
Floor Timber Bolts		<u>3 1/8</u>	Butt End Bolts	<u>Yellow Metal</u>	<u>3/4</u>	Deck Beam	<u>3/8</u>	
Kelson ditto		<u>3</u>	Lower Pintle of the Rudder	<u>Mixed Metal</u>	<u>2 3/4</u>			
Transoms and throats of Hooks <u>Part Copper 1 1/8</u>								
Arms of Hooks <u>Part Yellow Metal 1 1/8</u>								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 1/2 to 4 1/2 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, are composed of Scotch Larch the Transoms, Aprons, Amer. oak.
 Knight Heads, Hawse Timbers, of Larch & British Oak and are — free from all defects. Timber.
 The Floors and first Foothooks are composed of Scotch Larch
 The other Foothooks and Top Timbers of Larch and British Oak
 The Shifts of the first and second Foothooks are not less than 4 ft. 3 in. & 2 ft. 6 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 a third of the entire moulding at that place.
 The Frame is well chocked with a Butt at each end of the chock. Crop chocks and Scarps.
 The Main Kelson is composed of American Oak and the False Kelson of American Oak
 The Scarps of the Kelsons are not less than seven feet — inches.
 The Deck and Hold Beams are composed of Red Pine

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 Quebec Rock Elm
 From the Light Water Mark to the Wales of Red Pine
 The Wales and Black-strakes are of Pitch Pine The Topsides of Pitch Pine
Pitch Pine & Red Oak The Sheer-strakes and Plank-shears of Pitch & Red Pine The Water-ways of Red 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 free throughout between the Bilge Planks of Elm

Planking Inside.—The Limber-strakes are composed of Quebec Oak & Elm the Bilge Planks of Elm
 The Ceiling, Lower Hold, of Red Pine & Elm Between Decks of Red Pine
 Shelf Pieces of Red Pine Clamps of Red Pine

Fastenings.—To Hold Beams Double lodging knees of larch and stringer above and below beams, and seven pair of iron staple standards.
 Deck Beams Double lodging knees of larch and stringer, with eight pair of iron staple standards, and diagonal iron hanging knees.
 Number of Breasthooks Six below deck Pointers two of iron Crutches one of 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. Two strakes of footwaling double bolted with iron, into each floor.
 General Quality of Workmanship very good Three pair of transom knees

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

Builder's Name

Surveyor's Name

John R. Gemmell's Register Foundation

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

She has SAILS.

N°.	Fathoms.
2	Fore Sails,
1	Fore Top Sails,
2	Fore Topmast Stay Sails,
1	Main Sails,
2	Main Top Sails,
	and well found in other Sails

CABLES, &c.

	Inches.	N°.
Chain	14 ft 11 in.	3
Hempen Stream Cable	7 ft 2 in.	1
Hawser	6	2
Towlines	5	
Warp		
All of <u>Good</u> quality.		

ANCHORS, and their weights.

	Cwt yds lbs
Bower,	8 ft 0 in 14
Stream,	7 ft 3 in 21
Kedge,	2 ft 2 in 0 26

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

She has a Long Boat and Pinnace

The present state of the Windlass is Good Capstan double Winch and Rudder Good with Bow & Hawse's patent purchase Good Two cast metal pumps new.

General Remarks — Statement and Date of Repairs.

Laid on in March 1846, launched 28th May 1847. Surveyed at the three prescribed periods, and at other times specially, while building. Frame Scotch Larch, two hawse timbers, some of the top timbers and third futtocks of Scotch Oak, of good quality, very well squared. Larch well grown, and good quality. Built wholly in frame, cross chocks, bulk tipped or scarphed throughout. Shifts of timbers very good, mostly four feet or a half. Planking and ceiling good of their kind, well wrought, and shifted thru between. Number of beams, spaces, & fastenings as described. Batt and bilge through Yellow Metal bolts and clenched. Keel iron fastened. She is well fastened, and the workmanship throughout, good. and her stores and furnishings complete, and of a good description.

Chain cables certificate herewith.

No.

Ma
in lengt

has been

Deck Beam Spaces, from first beam, 6 ft 11 in. + 4 ft 10 in. + 3 ft 5 in. + 3 ft 11 in. + 4 feet. + 3 ft 11 in. + 3 ft 11 in. + 3 ft 11 in. + 4 feet. + 4 feet. + 4 feet. + 3 ft 11 in. + 3 ft 11 in. + 4 feet. + 4 ft 1 in. + 3 ft 2 in. + 3 ft 2 in. to deck transom.

Hold Beam Spaces, from first beam, 5 ft 8 in. + 5 feet. + 3 ft 6 in. + 3 ft 9 in. + 4 feet. + 3 ft 10 in. + 3 ft 10 in. + 3 ft 11 in. + 4 feet. + 3 ft 11 in. + 8 ft 10 in. + 4 ft 11 in. + 8 ft 10 in. + 4 ft 1 in. + 3 ft 11 in. + 2 ft 5 in. to transom.

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on paper & the walls When last done in May 1847.

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

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

Special£ 14 : 19 : u

Certificate (if required)£ u : u : u

Committee's Minute

1st June 1847

Character assigned

ABR

