

No. 88. Survey held at Newport, Monmouthshire Date 21 March 1836
on the New Barge "Elephant" Master John Buchanan
Tonnage 310 Built at Newport When built 1836
By whom built B. Bitchelor Esq. Owners Messrs Glass Esq.
Port belonging to Glasgow Destined Voyage Newport to Glasgow
If Surveyed Afloat or in Dry Dock in the Stocks whilst Building & when finished

Length aloft.....100 10 Feet. Inches. Extreme Breadth26 3 Feet. Inches. Depth of Hold18 2 Feet. Inches.

Scantlings of Timber.

Thickness of Plank.

				Inches.		Inches.		Inches.		Inches.	
				Middle		Ends		Outside.		Inside.	
Timber and Space.....	each	24						Keel to Bilge	3	Foot Waling.....	3
Floors.....	sided	12	Moulded	15	10			Bilge Planks <i>thru</i>	5	Bilge Planks <i>thru</i>	4
1 st Foothooks.....	"	10	"	14	9 1/2			Bilge to Wales.....	3	Ceiling in Flat	2 1/2
2 nd Ditto.....	"	9	"	9 1/2	8 1/2			Wales <i>thru</i>	5	Ditto Bilge to Clamp	2 1/2
3 rd Ditto.....	"	8	"	7 1/2	7			Topsides.....	2 1/2	Hold Beam Clamps	4
Top Timbers.....	"	8	"	6	5			Sheer Strakes	3	Deck Beam Ditto.....	3
Deck Beams.....	"	9	"	9 1/2				Plank Sheers.....	3	Ceiling 'twixt Decks	2 1/2
Hold Beams.....	"	11 1/2	"	11 1/2				Water-ways	5	Hold Beam Shelves	4
Keel.....	"	1 1/2	"	14				Upper Deck	3	Deck Beam ditto	4
Kelsons.....	"	14	"	10	15						

Size of Bolts in Fastenings.

Copper.		Inches.	Copper.		Inches.	Iron.		Inches.
Heel-Knee, and Dead Wood abaft		<u>1 1/8</u>	Bolts thro' the Bilge and Foot Waling.....		<u>3/4</u>	Hold Beam.....		<u>1 1/8</u>
Scarphs of Keel.....N ^o		<u>1 1/8</u>	Butt End Bolts		<u>5/8</u>	Deck Beam		<u>1</u>
Floor Timber Bolts.....		<u>1 1/8</u>	Lower Pintle of the Rudder <u>composition</u>		<u>3</u>			
Kelson ditto.....		<u>1 1/8</u>				same in Iron above the Copper		<u>3</u>
Transoms and throats of Hooks		<u>1 1/8</u>						
Arms of Hooks		<u>1</u>						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is one Inches. The Space between the Top-timbers is six Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British Oak and are quite free from all defects.

Her Floors and first Foothooks are composed of British Oak Timber.

Her other Foothooks and Top Timbers of British Oak

Her Shifts of the first and second Foothooks are not less than four feet six inches N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are five to six feet

The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is well squared free from sap or defect

The alternate Frames are all bolted together.

The Butts of the Timbers are quite close together; their thickness not less than one third of the entire moulding at that place.

The Frame is thoroughly chocked with one Butt at each end of the chock. A slight deviation some triangle chock.

The Main Kelson is composed of middle piece of iron and British Oak and the False Kelson of none

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

The Deck and Hold Beams are composed of British Oak well squared

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of British Elm

From the first Foothook Heads to the Light Water Mark of British Elm

From the Light Water Mark to the Wales of British Oak

The Wales and Black-strakes are of British Oak

The Topsides of British Oak

The Sheer-strakes of British Oak

The Gunwales of British Oak and Water-ways of the same

The Shifts of the Planking are not less than four Feet — Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. A slight deviation from the prescribed rule at the ends not General

Planking Inside.—The Clamps are composed of British Oak the Stringers of the same above & below the Hold Beams

The Bilge Planks of British Oak and the remainder of the Ceiling of the same

Fastenings.—To Hold Beams brought in knees from beam to beam bolted through the sides & beams.

Deck Beams wood Lodging knees overlapped one from stipe standard every other beam.

Number of Breasthooks four B. Oak Pointers none Crutches none

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship Good

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

Builder's Name

B. Bitchelor Esq.

Surveyor's Name

M. P. B. B. B.

Her Masts, Yards, &c. are ~~in~~ all new condition, and sufficient in size and length. and the best quality,

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .
/	Fore Sails,	200	Chain	1 1/4	2
/	Fore Top Sails,	75	Chain Stream Cable	3/4	1
/	Fore Topmast Stay Sails,	100	Hawser	7 1/2	2
/	Main Sails,	100	Towlines	5 1/2	
/	Main Top Sails,	100	Warp	4	
<u>and are complete suite of the best quality</u>			All of <u>good</u> quality. <u>new</u>		

Her Standing and Running Rigging is all new sufficient in size and the best in quality.

She has one new Long Boat and one new Pinnace.

The present state of the Windlass is secure Capstan good and Rudder good all new
Potent Poles sliding Chocks

General Remarks—Statement and Date of Repairs.

This vessel is Built of the best Materials
all British Oak Timber & Plank well put
together & fastened, there is a slight deviation
+ in the Chocks, and the Butts as stated
from the general rule laid down by the Committee.

Hold and Deck Beams are

The Windlass Butts
are supported by

well supported by wood Stanchions or Pillars under.

at Newport
an Oak Knee which takes the Cat Head, and
Bitts to the lower hold beam, Built up solid
forward aft, Deck Timbers all good.

W. H. Hinchey

If Sheathed, Doubled, or Felted, opper sheathed at Newport Iron Pipe under.
and Date when last done March 21st 1836

And I am of opinion this Vessel should be Classed A 1 - 11 Years.

The Amount of the Fee.....£ 3 : 3 : 0 is received by me,

Committee Minute 8 July 1836

Character assigned A 1 for 9 Years

Appd. S. D. 4



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