

No. 488 Survey held at Greenock Date 12<sup>th</sup> January 1838  
on the New Barque "Potentate" Master James M. Gilchrist  
Tonnage <sup>302 old</sup> 343 new Built at Greenock When built January 1838  
By whom built John Scott & Sons Owners MacLennan & Campbell  
Port belonging to Greenock Destined Voyage Clyde to Jamaica  
If Surveyed Afloat or in Dry Dock On the Stocks

Length aloft.....	Feet. <u>99</u> Inches. <u>70</u>	Extreme Breadth Amidships.....	Feet. <u>22</u> Inches. <u>70</u>	Depth of Hold .....	Feet. <u>17</u> Inches. <u>6</u>
<b>Scantlings of Timber.</b>					
Timber and Space.....	each <u>13</u>	Inches. Middle <u>13 1/2</u> Ends <u>13</u>	<b>Thickness of Plank.</b>		
Floors.....	sided <u>12</u>	Moulded <u>13 1/2</u>	<b>Outside.</b>		
1 <sup>st</sup> Foothooks.....	" <u>11</u>	" <u>10</u>	Keel to Bilge .....	Inches. <u>3</u>	<b>Inside.</b>
2 <sup>nd</sup> Ditto.....	" <u>10</u>	" <u>9</u>	Bilge Planks .....	<u>5</u>	Foot Waling.....
3 <sup>rd</sup> Ditto.....	" <u>8 1/2</u>	" <u>7</u>	Bilge to Wales .....	<u>3 3/4</u>	Bilge Planks .....
Top Timbers .....	" <u>8</u>	" <u>5</u>	Wales .....	<u>5</u>	Ceiling in Flat .....
Deck Beams.....	Number of <u>9</u>	" <u>11</u>	Topsides .....	<u>3</u>	Ditto Bilge to Clamp .....
Hold Beams.....	Do. <u>14</u>	" <u>10 1/2</u>	Sheer Strakes .....	<u>3 1/2</u>	Hold Beam Clamps <sup>two Strakes</sup> .....
Keel .....	" <u>12 1/2</u>	" <u>12</u>	Plank Sheers.....	<u>3</u>	Deck Beam Ditto <sup>two Strakes</sup> .....
Kelsons .....	" <u>13 1/2</u>	" <u>14</u>	Water-ways .....	<u>6</u>	Ceiling 'twixt Decks .....
	" <u>14</u>	" <u>16 1/2</u>	Upper Deck .....	<u>3</u>	Hold Beam Shelves .....
					Deck Beam ditto.....
					<sup>Lower deck</sup> <u>5 x 11</u>
					<sup>Upper do</sup> <u>4 1/2</u>
					<u>3</u>

<b>Copper.</b>		<b>Size of Bolts in Fastenings.</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft .....	Inches. <u>18 1/4</u>	Copper.	Inches.	Hold Beam.....	Inches. <u>1</u>
Scarpshs of Keel.....	N <sup>o</sup> . of <u>8</u>	Bolts thro' the Bilge and Foot Waling.....	<u>3 1/8</u>	Deck Beam .....	<u>7/8</u>
Floor Timber Bolts.....	<u>1 1/8</u>	Butt End Bolts .....	<u>5/8</u>		
Kelson ditto.....	<u>1 1/8</u>	Lower Pintle of the Rudder .....	<u>2 3/4</u>		
Transoms and throats of Hooks .....	<u>1 1/8</u>			same in Iron above the Copper .....	<u>1 1/8</u>
Arms of Hooks .....	<u>1 1/8</u>				<u>1 1/8</u>

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 4 Inches. The Space between the Top-timbers is 3 1/2 to 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of African & British Oak and are 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 3 feet 9 in. to 4 feet N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are Good.

The Frame is all 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.

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

The Frame is well chocked with a Butt at each end of the chock. Crop Chocked, Scarpshs, and full Butts.

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

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

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

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Elm. From the first Foothook Heads to the Light Water Mark of American Oak, 2 Strakes, and African Oak.

From the Light Water Mark to the Wales of African Oak.

The Wales and Black-strakes are of African Oak.

The Topsides of African Oak.

The Sheer-strakes of African Oak.

Decks, and state of, Yellow Pine, new.

The Gunwales of African Oak.

Water-ways of Fitch Pine, and plank next to Fitch Pine, 4 1/2 inches.

The Shifts of the Planking are not less than 36 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.

**Planking Inside.**—The Clamps are composed of African & British Oak. The Planking is wrought three between. The Stringers of African Oak.

The Bilge Planks of African Oak and the remainder of the Ceiling of African Oak.

**Fastenings.**—To Hold Beams <sup>Iron lodging knees on African Oak, Chocks, in Square body, British Oak knees in Cants, with Stringer above Beams, and Eight diagonal Iron knees down from Hold Beams.</sup>

Deck Beams Double lodging knees, British Oak, and Stringer, with Eight diagonal iron knees down from deck Beams.

Number of Breasthooks Four Pointers two forward, and two aft, the Crutches latter forming a crutch.

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

Bilge and Footwaling Copper bolted through and clenched. on rings.

General Quality of Workmanship Very Good.

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

Builder's Name

Surveyor's Name

John P. Cunningham



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Lloyd's Register Foundation



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

She has SAILS.		CABLES, &c.		ANCHORS.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	200	Chain .....	1 1/2 x 1 5/16	3	Bower,
1	Fore Top Sails,	80	Hempen Stream Cable.....	8	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser .....	6	2	Kedge,
1	Main Sails,	80	Towlines .....	1 1/2	All of proper weight.	
2	Main Top Sails,	60	Stream Chain.....	7/8		
and well found in other Sails.			Warp .....			
			All of <u>Good</u> quality.			

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

She has a Long Boat and Solby Boat, and Gig.

The present state of the Windlass is Good Capstan Double Winch Good and Rudder Good.  
with Extra Hower. Two lead pumps Good.

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

Commenced Building in June 1837, and launched 12<sup>th</sup> January 1838.  
Surveyed at the three prescribed periods, and at other times while Building.  
Frame all English and Welsh Oak, of good quality, and well squared, Crops  
chocked, and full Butts, the latter not coggled, nor keyed; a few Scarphs; Built  
entirely in frame, and most of third futtocks run up to Gunwale, planking  
and Ceiling, as per other side, of good quality, and well shifted; She is Bilge,  
Butt, and footwale Copper bolted, through and clenched on rings; Nelson  
Bolts through each floor, and clenched on rings, Number of Beams, and  
fastenings as per other side, Diagonal Iron knees put in, at my suggestion,  
Two pointers forward, and two aft, the latter forming a crutch, Workmanship  
throughout, generally Good;—

Special Survey Fees £10. 10/- charged, and refused Payment.

Reason: The grounds of refusal are explained in  
Messrs. Smith & Campbell's letter dated 17 March  
Surveyor written 6-20 March C.F.

If Sheathed, Doubled, or Felted, Sheathed with pine, from Wales, to five feet down Amidships, and  
and Date when last done Scabbared on paper, to the Wales, in December 1837.

And Am of opinion this Vessel should be Classed "12 A 1."

The Amount of the Fee.....£ 4 : 4 : is received by me,

Special not Paid

*John P. Cummins*

Committee Minute 27 March 1838

Character assigned A 1 for 12 years

*C.F.*

*L.B.*