

No. 606 Survey held at Glasgow Date 22nd November 1838.
on the New Ship "Scotland" Master David Cunningham
Tonnage 388 T.M. Built at Glasgow When built 7th November
By whom built John Scott & Sons Owners William Morrison & Others
Port belonging to Glasgow Destined Voyage India to Calcutta
If Surveyed Afloat or in Dry Dock On the Stocks

Length aloft.....	Feet. <u>106</u> Inches. <u>7</u> / <u>0</u>	Extreme Breadth <u>Amidships</u>	Feet. <u>24</u> Inches. <u>4</u> / <u>0</u>	Depth of Hold	Feet. <u>18</u> Inches. <u>7</u> / <u>0</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space..... each	Inches. <u>13</u>	Inches. Middle <u>13</u> / <u>2</u> Ends <u>11</u> / <u>2</u>	Outside.	Inches. <u>3</u>	Inside.	Inches. <u>3</u> / <u>2</u>
Floors..... sided	<u>12</u>	Moulded	Keel to Bilge	<u>3</u>	Foot Waling.....	<u>3</u> / <u>2</u>
1 st Foothooks.....	<u>11</u>	"	Bilge Planks	<u>4</u> / <u>2</u>	Bilge Planks	<u>4</u> / <u>2</u>
2 nd Ditto.....	<u>10</u>	"	Bilge to Wales	<u>3</u>	Ceiling in Flat	<u>3</u>
3 rd Ditto.....	<u>9</u>	"	Wales	<u>4</u> / <u>2</u>	Ditto Bilge to Clamp	<u>3</u>
Top Timbers	<u>8</u>	"	Topsides	<u>3</u> / <u>2</u>	Hold Beam Clamps <u>2</u> <u>Shakes</u>	<u>4</u>
Deck Beams	Number of <u>19</u>	"	Sheer Strakes	<u>3</u> / <u>2</u>	Deck Beam Ditto <u>2</u> <u>Shakes</u>	<u>3</u> / <u>2</u>
Hold Beams	Do. <u>15</u>	"	Plank Sheers.....	<u>3</u> / <u>4</u>	Ceiling 'twixt Decks	<u>2</u> / <u>4</u>
Keel	<u>13</u>	"	Water-ways	<u>6</u>	Hold Beam Shelves	<u>6</u> / <u>13</u>
Kelsons	<u>14</u> / <u>2</u>	"	Upper Deck	<u>3</u>	Deck Beam ditto	<u>5</u> / <u>13</u>
					Lower deck <u>Spurting</u>	<u>4</u> / <u>3</u>
					Upper <u>do</u>	<u>3</u>

Copper.		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft ..	Inches. <u>14</u> / <u>8</u>	Bolts thro' the Bilge and Foot Waling.....	Inches. <u>3</u> / <u>4</u>	Hold Beam.....	Inches. <u>1</u> / <u>8</u>
Scarphs of Keel..... N ^o	<u>7</u> / <u>8</u>	Butt End Bolts	<u>5</u> / <u>8</u>	Deck Beam	<u>1</u> / <u>8</u>
Floor Timber Bolts.....	<u>18</u> / <u>4</u>	Lower Pintle of the Rudder	<u>3</u> / <u>4</u>		
Kelson ditto.....				same in Iron above the Copper	<u>1</u> / <u>8</u>
Transoms and throats of Hooks	<u>1</u> / <u>8</u>				<u>1</u> / <u>8</u>
Arms of Hooks	<u>1</u> / <u>8</u>				<u>1</u> / <u>8</u>

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 26/3/2 Inches. The Space between the Top-timbers is 3/6/5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British African 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 4/6/4/in 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. all Boys Chocked and Scarphs. The Main Kelson is composed of African Oak and the False Kelson of African Oak. The Scarphs of the Kelsons are not less than five feet six inches. The Deck and Hold Beams are composed of British & African Oak.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Quebec Rock Elm. From the first Foothook Heads to the Light Water Mark of American, African & British Oak. From the Light Water Mark to the Wales of African & British Oak. The Wales and Black-strakes are of African Oak. The Topsides of African & British Oak. The Sheer-strakes of African & British Oak. Decks, and state of, Yellow Pine New. The Gunwales of African Oak. Water-ways of Pitch Pine. The Shifts of the Planking are not less than 5/6 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 Oak. The Planking is wrought three between the Stringers of African Oak. The Bilge Planks of African & British Oak and the remainder of the Ceiling of African & British Oak.

Fastenings.—To Hold Beams { Double leading British Oak knees and Stringers, with twenty two diagonal iron knees, up from hold, and down from deck beams. } Deck Beams { From leading knees on African Oak Chocks in Square, body and double leading British Oak knees in land bodies and Stringers, above beams. } Number of Breasthooks Five Pointers Four two forward Crutches Two off British Oak. Butts End Bolts are of Copper in the Bottom, and the Bolt in each Butt End, through and clenched. on Rings Bilge and Footwaling Copper bolted through and clenched. footwaling iron bolted in each timber. 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 Scott & Sons
John P. Cunningham

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	240	Chain	13 9/16	3	Bower,
1	Fore Top Sails,	75	Hempen Stream Cable.....	7 1/2	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser	6	1	Kedge,
1	Main Sails,	80	Towlines	4		All of proper weight.
2	Main Top Sails,	45	Warp <u>Stream Chain</u>	7 1/8		
and well found in other Sails.			All of <u>good</u> quality.			

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

She has 1 Long Boat and 1 July Boat & 1 Gig.

The present state of the Windlass is good with Capstan good and Rudder good.
Now & Fawcett's Patent Purchase } Two lead pumps good.

General Remarks—Statement and Date of Repairs.

Commenced Building in April, and launched 7th November 1838. Surveyed at the three prescribed periods, and at other times specially while Building. Frame all English & Welsh Oak, of good quality and well squared, Kyles good, thoroughly Cross Checked and Scarphs, and wholly built in frame. Planking and Casing as per other Side, good quality, and securely fastened with horizontal and Diagonal fastenings. Ridge and Butt bolted, drove thro' Rings, and Clewed on Rings. One Ridge Bolt in every timber, from fore part of foremast, to after part of after Hatch; Nelson bolts thro' each floor, and Clewed on Rings on Main Deck; the Garboard Strakes are 5 inches, and bolted thro' Deck breast from side to side; She is well fastened, and the finishings good.

Special Survey fees £15.- paid.

Extract from Mr. Cummings Letter 10/12/38

"I have waited on the Owners & Builders of the
"New Ship Scotland, who have agreed to comply with the
"requisition of the Committee by fitting an Iron Crutch
"aft, as an additional fastening to the heels of the
"Rant Timbers, once which is now being made.

If Sheathed, Doubled, or Felted, Sheathed with Pine, from Males to about four feet down
and Date when last done Midships, the same ranges forward and aft, and Coppered on
And Am of opinion this Vessel should be Classed Super in October 1838.

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

Wm. R. Cummings

Committee Minute 7 Dec 183 8

Character assigned A 1 for 12 years provided a
Crutch be put in