

No. 611 Survey held at Glenoch Date 15th December 1838
on the New Marine Lady Master Daniel M. Kilgus
Tonnage 384 Built at Glenoch When built 19th November 1838
By whom built Robt Duncan Esq Owners J. G. Cunningham
Port belonging to Glenoch Destined Voyage Cyprus to South Australia
If Surveyed Afloat or in Dry Dock On Hoists

Length aloft.....104^{Feet}9^{Inches} Extreme Breadth 14^{Feet}2^{Inches} Depth of Hold18^{Feet}10^{Inches}

Scantlings of Timber:

	Inches.	Inches.	Inches.
Timber and Space..... each	13		
Floors..... sided	12	Moulded	13 1/2
1 st Foothooks..... "	10 1/2	"	10 1/2
2 nd Ditto..... "	9 1/2	"	9
3 rd Ditto..... "	8 1/2	"	7
Top Timbers..... "	7 1/2	"	6 1/2
Deck Beams..... Number of <u>24</u>	10 1/2	"	10 1/2
Hold Beams..... Do. do. <u>16</u>	11 1/2	"	11 1/2
Keel..... "	14	"	15
Kelsons..... "	14	"	15 1/2

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	3 1/2	Foot Waling.....	3 1/2
Bilge Planks.....	5	Bilge Planks.....	4 1/2
Bilge to Wales.....	3 1/2	Ceiling in Flat.....	3
Wales.....	5	Ditto Bilge to Clamp.....	3
Topsides.....	2 1/2	Hold Beam Clamps.....	3 1/2
Sheer Strakes.....	3 1/2	Deck Beam Ditto.....	3
Plank Sheers.....	3 1/2	Ceiling 'twixt Decks.....	2 1/2
Water-ways.....	9	Hold Beam Shelves.....	1 1/2
Upper Deck.....	3	Deck Beam ditto.....	4 1/2
		Lower deck Spacing.....	3 1/2
		Upper.....	2 1/2

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	1 1/4	Bolts thro' the Bilge and Foot Waling.....	3 1/2	Hold Beam.....	1 1/2
Scarphs of Keel..... N ^o of <u>6</u>	7/8	Butt End Bolts.....	3/8	Deck Beam.....	1 1/8
Floor Timber Bolts.....	1 1/8	Lower Pintle of the Rudder.....	3		
Kelson ditto.....	1 1/8				
Transoms and throats of Hooks.....	1 1/8			same in Iron above the Copper.....	1 1/8
Arms of Hooks.....	1 1/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 to 4 Inches. The Space between the Top-timbers is 2 to 6 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British & African and are free from all defects. Her Floors and first Foothooks are composed of British & African Timber. Her other Foothooks and Top Timbers of British & African. Her Shifts of the first and second Foothooks are not less than 3 1/2 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. to Gunwale. 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. Cross Chocked, and full Butts Noyed & Logged. The Main Kelson is composed of African and the False Kelson of African. The Scarphs of the Kelsons are not less than Six feet Six inches. The Deck and Hold Beams are composed of African & British.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Yellow Pine. From the first Foothook Heads to the Light Water Mark of African & British. From the Light Water Mark to the Wales of African & British. The Wales and Black-strakes are of African & British. The Topsides of African & British. The Sheer-strakes of African. Decks, and state of, Yellow Pine. The Gunwales of African. Water-ways of Red Pine. The Shifts of the Planking are not less than 5 1/2 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. The Planking is wrought three between. the Stringers of African. The Bilge Planks of African and the remainder of the Ceiling of African & British.

Fastenings.—To Hold Beams Double ledging once British & African. Deck Beams Double ledging once British & African. Number of Breasthooks Five. Pointers Two forward well fitted, two. Crutches Two. Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Footwaling Copper bolted through and clenched. footwaling iron bolted in every 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 P. Cunningham



© 2021

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 ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	210	Chain	1 1/2	3	Bower,
2	Fore Top Sails,	80	Hempen Stream Cable.....	7 1/2	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser	6	2	Kedge,
1	Main Sails,	120	Towlines	4 1/2		All of proper weight.
2	Main Top Sails,	80	Warp	7 1/2		
	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 11 Long Boat and 11 Cutters.

The present state of the Windlass is good Capstan good and Rudder good.

with New Purchase. } Four lead pumps good.

General Remarks—Statement and Date of Repairs.

Laid on in January, and launched 17th November 1838.
Surveyed at the three prescribed periods, and at several other times. Specially while Building. Frame all English Welsh Oak, of good quality, and well squared. Built wholly in frame. Co's choiced, and full Platts Noyed or Cogged; and the Shifts of timbers good as for other side. Planking and Sealing of good quality, well wrought and Shifted. Beams sufficient in number, and securely fastened with Horizontal and Diagonal Noses, and the Stringers are well Connected forward and aft. Butt & Ridge Copper bolted, thro' and Clinched on Rings. Nelson Bolts thro' each floor and Clinched on Rings. She has two Painters aft of British Oak, and an iron Butch well Connected; the Wing and Rider transoms are fastened to the sides with Diagonal iron Noses. She is well finished, and her Stores and furnishings of the best description.

Special Survey Fees £15.15/- paid.

If Sheathed, Doubled, or Felted, Sheathed with Pine from Wales to about five feet down Amid-
and Date when last done Ship's the same ranges forward and aft, Clipped on paper to the

And Am of opinion this Vessel should be Classed "2 A S." Wales in Nov. 1838.

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

John R. Cummins

Committee Minute 4 Jan 3, 1839

Character assigned A 1 for 12 Years



© 2011

Lloyd's Register
Foundation