

No. 647 Survey held at Greenock. Date 22nd March 1839.
 on the New Marque William Phand Master Lewis Potter.
 Tonnage 432 D.W. Built at Greenock. When built 16th February 1839.
 By whom built Myles P. Clark & Co. Owners William Phand & Others.
 Port belonging to Greenock. Destined Voyage Madras to Calcutta.
 If Surveyed Afloat or in Dry Dock W. Stocks.

647

Length aloft.....	Feet. Inches.	Extreme Breadth amidships.....	Feet. Inches.	Depth of Hold	Feet. Inches.
Scantlings of Timber.					
Timber and Space..... each	13	Inches. Middle Ends	15	Thickness of Plank.	
Floors..... sided	13	Moulded	15	Outside. Inches.	Inside. Inches.
1 st Foothooks..... "	12	"	12	Keel to Bilge	3½
2 nd Ditto	11	"	10	Bilge Planks	5
3 rd Ditto	10	"	8½	Bilge to Wales	4
Top Timbers	9	"	7½	Wales	5
Deck Beams	10½	"	10½	Topsides	3
Hold Beams	11	"	8	Sheer Strakes	3½
Keel	13	"	13	Plank Sheers	3½
Kelsons	14	"	17	Water-ways	6
	14	"	17½	Upper Deck	3½

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft	1½	Bolts thro' the Bilge and Foot Waling	18	Hold Beam	1
Scarps of Keel..... N. of	10½	Butt End Bolts	3½	Deck Beam	7/8
Floor Timber Bolts	1½	Lower Pintle of the Rudder	3½		
Kelson ditto	1½			same in Iron above the Copper	14/16 8-12/18
Transoms and throats of Hooks	12½				
Arms of Hooks	12½				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1½ Inches. The Space between the Top-timbers is 2½ 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 3½ 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 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 3½ of the entire moulding at that place.

The Frame is well chocked with Butt at each end of the chock. Chocks, full Butts, and Scarps.

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

The Scarps of the Kelsons are not less than 1½ feet wide 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 *Quebec Rock Elm*.

From the first Foothook Heads to the Light Water Mark of *African & British Oak*.

From the Light Water Mark to the Wales of *African & British Oak*.

The Wales and Black-strokes are of *African & British Oak*.

The Topsides of *African & British Oak*.

The Sheer-strokes of *African & British Oak*. Decks, and state of, *Yellow Pine* New

The Gunwales of *African Oak*. Water-ways of *African Oak*.

The Shifts of the Planking are not less than 3½ 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.

The Planking is wrought two and three between.

Planking Inside.—The Clamps are composed of *American Oak*. the Stringers of *American Oak*.

The Bilge Planks of *American Oak* and the remainder of the Ceiling of *American Oak*.

Fastenings.—To Hold Beams { Iron lodging knees on *African Oak*, Chocks in square body, and double lodging } *British Oak* knees in case bodies, & stringer sole and floor beams.

Deck Beams { Iron lodging knees on *African Oak*, Chocks in square body, and double lodging *British Oak*, knees in case bodies, with stringers, and diagonal iron knees connecting deck, and hold beams }

Number of Breasthooks 12. Pointers { Two forward, and two aft below and two sides off above *British Oak*.

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.

General Quality of Workmanship good.

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

Builder's Name

Surveyor's Name

John R. Cumming



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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.

Nº.	Fathoms.	CABLES, &c.
2	Fore Sails,	240 Chain 12 1/4
2	Fore Top Sails,	80 Hempen Stream Cable 8 1/2
2	Fore Topmast Stay Sails,	70 Hawser 6
1	Main Sails,	90 Towlines 5
2	Main Top Sails,	70 Warp 4 1/2
	and well found in other Sails.	All of <u>good</u> quality.

ANCHORS.

Nº.	Inches.	
3	8 1/4	Bower,
	8 1/2	Stream,
2	6	Kedge,

All of proper weight.

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

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

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

Low & Fawcett's Patent Purchase Four lead Pumps good.

General Remarks—Statement and Date of Repairs.

Laid on in February 1838, and launched 16th February 1839.
Surveyed at the three prescribed periods, and at other times
occasionally while Building. Frame all English and Welsh Oak,
of good quality, well squared, and all well seasoned. Hull wood,
and thirds running nearly all to Gunwale, Crob Cholets butted, full
Butts and Scarfs, planking and ceiling of good quality, and
well wrought. Hull two and three between, and where two, the
Butt is not on same timber, Garbarc Strakes Elm 10 inches square,
Copper bolted thro' Mel breast, and clenched on each side; Mel
Hull, and footwale Copper bolted through and clenched, Nelson
bolts through each floor, and clenched, all on rings. Number of
Beams less on other side, securely fastened with horizontal and diagonal
iron knees and stringers, as described. Waterways and planks meet
into African Oak, well fitted and bolted. Two Pointers forward,
with two aft below, and two Riders above, securing Stern frame
to after body. The Wing and Rider Transoms also iron kneed to
the sides. She is well finished, and the stores and furnishings
are of the best description.

Special Survey Fees £10.10/- Paid.

If Sheathed, Doubled, or Felted, Sheathed with Lime, from Males, to about six feet down Midships,
and Date when last done and to same ranges forward and aft, and Sheathed with Yellow
And Am of opinion this Vessel should be Clasped "10M 1." Metal to the Males, in Feb'y 1839.

The Amount of the Fee.....£ 5 : 5 : / is received by me,

John R. Canning

Committee Minute 5 April 1839

Character assigned A 1 for 10 Years

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