

No. 691 Survey held at Greenock Date 10th June 1839
 on the New Marquis "McFar" Master Robert Arkley
 Tonnage 318 G.M. Built at Greenock When built 1st May 1839
 By whom built John Scott & Sons Owners George Hunter & Co. & Others
 Port belonging to Greenock Destined Voyage Glyde to Mauritius
 If Surveyed Afloat or in Dry Dock on Stocks

Length aloft.....102^{Feet.}10^{Inches.} Extreme Breadth amidships.....22^{Feet.}10^{Inches.} Depth of Hold17^{Feet.}10^{Inches.}

Scantlings of Timber.

	Inches.	Inches.	Inches.
	Middle	Ends	
Timber and Space..... each	<u>13</u>		
Floors..... sided	<u>12</u>	Moulded	<u>13</u>
1st Foothooks..... "	<u>11</u>	"	<u>10 1/2</u>
2nd Ditto..... "	<u>9 1/2</u>	"	<u>9</u>
3rd Ditto..... "	<u>8</u>	"	<u>7 1/2</u>
Top Timbers..... "	<u>7 1/4</u>	"	<u>6 1/2</u>
Deck Beams..... Number of <u>12</u>	<u>18</u>	"	<u>18 1/2</u>
Hold Beams..... " " " " " " " " " " " "	<u>11</u>	"	<u>11 8</u>
Keel..... "	<u>12 1/2</u>	"	<u>14</u>
Kelsons..... "	<u>14</u>	"	<u>16 1/4</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>3</u>	Foot Waling.....	<u>3 1/2</u>
Bilge Planks.....	<u>4 1/2</u>	Bilge Planks.....	<u>4 1/2</u>
Bilge to Wales.....	<u>3</u>	Ceiling in Flat.....	<u>3</u>
Wales.....	<u>4 1/2</u>	Ditto Bilge to Clamp.....	<u>3</u>
Topsides.....	<u>3 1/2</u>	Hold Beam Clamps.....	<u>2 Strakes 4</u>
Sheer Strakes.....	<u>3 1/2</u>	Deck Beam Ditto.....	<u>2 Strakes 4</u>
Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>2 1/4</u>
Water-ways.....	<u>6</u>	Hold Beam Shelves.....	<u>1 1/2 x 11</u>
Upper Deck.....	<u>3</u>	Deck Beam ditto.....	<u>4 1/2 x 12 1/2</u>
		Lower deck Spirtetting.....	<u>4</u>
		Upper " " " " " "	<u>3</u>

Size of Bolts in Fastenings.

Copper.

	Inches.
Heel-Knee, and Dead Wood abaft.....	<u>1 1/2</u>
Scarp of Keel..... N°.....	<u>3/4</u>
Floor Timber Bolts.....	<u>1 1/8</u>
Kelson ditto.....	<u>1 1/8</u>
Transoms and throats of Hooks.....	<u>1 1/8</u>
Arms of Hooks.....	<u>1 1/8</u>

Copper.

	Inches.
Bolts thro' the Bilge and Foot Waling.....	<u>3 1/2</u>
Butt End Bolts.....	<u>3/8</u>
Lower Pintle of the Rudder.....	<u>3</u>

Iron.

	Inches.
Hold Beam.....	<u>1 1/2</u>
Deck Beam.....	<u>7/8</u>
same in Iron above the Copper.....	<u>1 1/2 to 1 3/4</u>

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 26 1/2 Inches. The Space between the Top-timbers is 26 1/2 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 3 1/2 feet 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 very well squared.

The alternate Frames are all bolted together.

The Butts of the Timbers are close together; their thickness not less than 13 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. Cups chocked, and full Butts dowelled.

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

The Scarphs of the Kelsons are not less than 6 1/2 feet inches.

The Deck and Hold Beams are composed of British Oak.

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

The Topsides of British Oak.

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

The Gunwales of African & British Oak.—Water-ways of Yellow Pine.

The Shifts of the Planking are not less than 1 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 & British Oak 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 Iron bedging bars on Chocks in Square body, British Oak bars in Cant bodies, with Stingers above Beams;

Deck Beams Iron bedging bars on Chocks in Square body, British Oak bars in Cant bodies, with Stingers, & diagonal iron pieces to deck & hold Beams

Number of Breasthooks Five Pointers Two Aft Crutches one Iron Aft.

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.

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



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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,	200	Chain	1 1/2	3	Bower,
2	Fore Top Sails,	75	Hempen Stream Cable.....	7 1/2	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser	5 1/2	1	Kedge,
1	Main Sails,	75	Towlines	4		All of proper weight.
2	Main Top Sails,	75	Warp	3 1/2		
	and <u>well found in other Sails.</u>	80	Stream Chain	1 1/2		
			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 Sally Boat & Ship.

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

How & Lawrence's patent purchase;

Two lead humps good.

General Remarks—Statement and Date of Repairs.

Laid on in November 1838, and launched 7th May 1839.
Surveyed at the three prescribed periods, and at other times while Building, Frame all English and Welsh Oak, of good quality, and very well squared, built wholly in frame, and Shifts of timbers good, all Cro's choiced, and full built downed, planking and Ceiling as on other side, very well wrought and shifted; a few of Topside planking of British Oak, rather sappy; Number of Beams on other side, securely fastened, with Horizontal and diagonal iron, and wooden knees and stringers, Three or four of the Main deck Beams, rather sappy and brany; one quarter deck Beam, with two bad dead knots; one of which run in five inches, from fore edge of Beam; Ridge and Butt, Copper bolted, through and clenched on rings, Nelson bolts through each floor and clenched on rings, Two Pointers and iron Crutch Aft, and the Wing and Rider Transoms Iron kneced to the Sides, She is well finished, her Stores and furnishings are of the best description, and I beg respectfully to submit to the Committee, whether this Ship is entitled to be Classed "A 1".

If Sheathed, Doubled, or Felted,

and Date when last done

And Am of opinion this Vessel should be Classed

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

John R. [Signature]

Committee Minute

9th July 1839

Character assigned

A 1 11 Years

[Signature]

[Signature]



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