

No. 706 Survey held at Greenock. Date 25<sup>th</sup> July 1839.  
 on the New Brig "Gavinia". Master James Henderson.  
 Tonnage 150 tons Built at Greenock. When built 25<sup>th</sup> July 1839.  
 By whom built Murch & Clark. Owners James William Stewart.  
 Port belonging to Greenock. Destined Voyage Clyde to Newfoundland.  
 If Surveyed Afloat or in Dry Dock On Blocks.

Length aloft.....76<sup>Feet</sup>7<sup>Inches</sup> Extreme Breadth 18<sup>Feet</sup>10<sup>Inches</sup> Depth of Hold .....12<sup>Feet</sup>7<sup>Inches</sup>

#### Scantlings of Timber.

	Inches.	Inches.	Inches.
	Middle	Ends	
Timber and Space..... each	<u>9</u>	<u>9</u>	
Floors..... sided	<u>9</u>	<u>9</u>	
1 <sup>st</sup> Foothooks..... "	<u>8 1/2</u>	<u>8 1/2</u>	
2 <sup>nd</sup> Ditto..... "	<u>7</u>	<u>7</u>	
3 <sup>rd</sup> Ditto..... "	<u>6</u>	<u>6</u>	
Top Timbers..... "	<u>6 1/2</u>	<u>5 1/2</u>	
Deck Beams..... Number of <u>12</u>	<u>7</u>	<u>8 1/2</u>	
Hold Beams..... Do. of <u>6</u>	<u>6 1/2</u>	<u>9</u>	
Keel..... "	<u>9</u>	<u>10</u>	
Kelsons..... "	<u>10</u>	<u>10 1/2</u>	

#### Thickness of Plank.

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

#### Size of Bolts in Fastenings.

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 1/2 Inches. The Space between the Top-timbers is 2 to 4 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 ft 4 in to 3 ft 7 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 well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is all very fairly squared.

The alternate Frames are all bolted together.

The Butts of the Timbers are close together; their thickness not less than 1/4 to 1/6 of the entire moulding at that place.

The Frame is chocked with Butt at each end of the chock. Cup Chocks and full Butts and Scarphs.

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

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

The Deck and Hold Beams are composed of British & Foreign 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 Elm & Baltic Pine.

From the Light Water Mark to the Wales of Red Pine & Baltic Pine.

The Wales and Black-strakes are of Foreign White Oak.

The Topsides of Kitch Pine.

The Sheer-strakes of Foreign White Oak. Decks, and state of, Yellow Pine New.

The Gunwales of African Oak. Water-ways of Red Pine.

The Shifts of the Planking are not less than 5 ft 6 in 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 Kitch Pine the Stringers of Foreign Oak.

The Bilge Planks of Kitch Pine & Baltic Pine and the remainder of the Ceiling of Kitch Pine, Baltic Pine & American Oak.

**Fastenings.**—To Hold Beams Iron Lodging knees, and Stringer below Beams.

Deck Beams Double Lodging knees, British Oak, and Stringer.

Number of Breasthooks Four. Pointers Two ft. Crutches.....

Butts End Bolts are of Copper in the Bottom, and 1 Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper bolted through and clenched. footwaling iron in each timber.

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

James W. Stewart



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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 <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	180	Chain .....	1 1/2	2	Bower,
1	Fore Top Sails,	75	Hempen Stream Cable .....	6	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser .....	5	1	Kedge,
1	Main Sails,	75	Towlines .....	4		All of proper weight.
2	Main Top Sails,	45	Warp <i>Stream Chain</i> .....	1 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 1 Long Boat and 1 *Jolly Boat*

The present state of the Windlass is good *Double Winch good.* and Rudder good.

*Four lead Pumps good.*

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

Laid on in March, and Launched 25<sup>th</sup> July 1839. Surveyed at the prescribed periods, and at other times Specially while Building. Frame all British African Oak, well seasoned and very fairly squared, every alternate frame bolted together; Planks good. Cross Shocks at Bulges, some full Planks and Scarphs above, Planking and Ceiling as on other side, well wrought, Shifted two and three between, and where two is wrought, the Plank is not on same timber. Number of Beams as described, securely fastened. Two Timbers Aft, connecting Stern frame to after body. Bulge and Plank Copper bolted, through and clenched, Ribbon bolts through each floor and clenched, and She is well finished.

Special Survey Fee £10. 10/- Paid.

If Sheathed, Doubled, or Felted, Sheathed with Pine Plank from Wales to about five feet down Amidships, and Date when last done and to same ranges forward and Aft, and Sheathed with Yellow Metal to 10 feet

And Am of opinion this Vessel should be Classed "S.M.S." forward, and 10 feet aft, in July 1839

The Amount of the Fee.....£ 2 : 2 : is received by me,

Committee Minute

Character assigned

Glasgow 1839  
A 1 pr 8 Year  
L.R.



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