

No. 859 Survey held at Glasgow Date 21 May 1840
on the New Brigantine "Glasgow" Master Thomas Maclean
Tonnage 345 GRT Built at Glasgow When built 20 April 1840
By whom built Shedden & Maclean Owners Thomas Maclean
Port belonging to Glasgow Destined Voyage Clyde to Batavia
If Surveyed Afloat or in Dry Dock On Stocks

Length aloft	114 7/8	Feet. Inches.	Extreme Breadth	23 7/8	Feet. Inches.	Depth of Hold	17	Feet. Inches.
Scantlings of Timber.				Thickness of Plank.				
Timber and Space..... each	13	Inches.			Outside.	Inches.	Inside.	Inches.
Floors..... sided	13		Moulded	13	Keel to Bilge	3	Foot Waling	4
1 st Foothooks.....	12		"	10 1/2	Bilge Planks	5	Bilge Planks	5 1/4
2 nd Ditto.....	11		"	9	Bilge to Wales	3	Ceiling in Flat	3
3 rd Ditto.....	10		"	8	Wales	5	Ditto Bilge to Clamp	3
Top Timbers	8		"	7 1/2	Topsides	3	Hold Beam Clamps	4
Deck BeamsN°. of 18	11		"	11 1/4	Sheer Strakes	3 1/2	Deck Beam Ditto	4
Hold BeamsN°. of 14	12		"	12 1/8	Plank Sheers	3 1/2	Ceiling 'twixt Decks	3 3/4
Keel	14		"	14	Water-Ways	8	Hold Beam Shelves	8 X 12
Kelsons	13 1/2		"	15 1/2	Upper Deck	3	Deck Beam Ditto	8 X 12
Copper.				Size of Bolts in Fastenings.				Lower Deck Spunking upper Deck Spunking
Heel-Knee, and Dead Wood abaft	1 1/2	Inches.			Copper.	Inches.	Iron.	Inches.
Scarphs of Keel.....N°.	1				Bolts thro' the Bilge and Foot Waling	3	Hold Beam	1
Floor Timber Bolts	1 1/2				Butt End Bolts	3	Deck Beam	2
Kelson ditto	1 1/2				Lower Pintle of the Rudder	3 1/2		
Transoms and throats of Hooks	1 1/2						same in Iron above the Copper	1 1/2
Arms of Hooks	1 1/2							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 12 to 13 Inches. The Space between the Top-timbers is 2 to 3 1/2 Inches. The Stem, Stern Post, are composed of African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British & African Oak and are free from all defects. The Floors and first Foothooks are composed of British & African Oak Timber. The other Foothooks and Top Timbers of British Oak. The Shifts of the first and second Foothooks are not less than 3 ft 10 to 4 ft. N. B. When less than prescribed by the Rule, 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. N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than 3/4 to 1 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. all Props checked and squared above. The Main Kelson is composed of African & British Oak and the False Kelson of American Oak. The Scarphs of the Kelsons are not less than 7 feet inches. The Deck and Hold Beams are composed of British Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm. From the first Foothook Heads to the Light Water Mark of British & African Oak. From the Light Water Mark to the Wales of British & African Oak. The Wales and Black-strakes are of African & British Oak. The Topsides of African & British Oak. The Sheer-strakes and Plank-sheers of African & British Oak. The Water-ways of Red Pine. The Decks of Yellow Pine. State of Fair. The Shifts of the Planking are not less than 5 1/2 Feet Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought three between through-holes.

Planking Inside.—The Limber-strakes are composed of American Oak. the Bilge Planks of American Oak. The Ceiling, Lower Hold, of American Oak. Between Decks of American Oak. Shelf Pieces of American Oak. Clamps of American Oak.

Fastenings.—To Hold Beams Iron lagging screws in cheeks in square body, double lagging British Oak Pins in cant body with strong plates. Deck Beams Iron lagging screws in cheeks in square body, double lagging British Oak Pins in cant body with strong plates. Number of Breasthooks four below mainmast. Pointers two foremast and one mainmast. Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Footwaling Yellow Metal 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

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	240	Chain	1 3/8	3	Bower,
1	Fore Top Sails,	95	Hempen Stream Cable	7 1/2	1	Stream,
2	Fore Topmast Stay Sails,	120	Hawser	5 1/2	1	Kedge,
1	Main Sails,	90	Towlines	1 1/2		
2	Main Top Sails,	60	Warp	1		
and well found in other sails			All of <u>good</u> quality.			

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

She has 1 Long Boat and 1 Ally Boat & Rig

The present state of the Windlass is good with Capstan good and Rudder good
For & Hancock's patent principle

General Remarks—Statement and Date of Repairs. *Four lead pumps good*

Laid on in November 1838, and launched at Apulcross: Surveyed at the three prescribed periods, and often at other times. Especially, while Building. Frame all pitch and English Oak good quality, well seasoned and well squared. Planks good, built wholly in frame. Keel blocked at Bilge and timbers scuppern above, standing and cutting of good quality, well made and shifted three between throughout, number of beams and fastenings as described. Copper Bilge and Butt Plate through and clinched on inner. Nelson Plate through catch floor, and clinched on rings. Two Iron Bars and an Iron Smith, aft and the wing and main transoms, are diagonally Iron fixed to the keel. The general quality of the workmanship and finishings, are good and fine. Horse, and furnishings are of the best description. Special Survey Dec 18. 4 paid

If Sheathed, Doubled, Felted, or Coppered Sheathed with Pine from When last done Made to about a foot down
I am of opinion this Vessel should be Classed "10 A" and ships to some ranges forward and aft, and
depend on Page to the rules in March 1840

The Amount of the Fee.....£ 11 : 11 : " is received by me,
Special£ 18 : 11 : "
£ 22. 8. "

Wm. P. G. G. G. G.

Committee's Minute 30th June 1840
Character assigned 10 A