

No. 899 Survey held at Ayr Date 3<sup>rd</sup> September 1840  
 on the New Barque "Assam" Master John Mac Alpine  
 Tonnage 324 Built at Ayr When built 15<sup>th</sup> August 1840  
 By whom built John Sloan Owners Archibald Ward and others  
 Port belonging to Glasgow Destined Voyage by steamer to Calcutta  
 If Surveyed Afloat or in Dry Dock On Stocks

899

Length aloft ..... 113 <sup>Feet.</sup> 9 <sup>Inches.</sup> 11 Extreme Breadth Amidships 23 <sup>Feet.</sup> 5 <sup>Inches.</sup> 10 Depth of Hold ..... 17 <sup>Feet.</sup> 9 <sup>Inches.</sup> 10

#### Scantlings of Timber.

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

#### Thickness of Plank.

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

#### Copper.

Heel-Knee, and Dead Wood abaft .....	1 1/8
Scarp of Keel..... N <sup>o</sup> .	1
Floor Timber Bolts.....	1 1/8
Kelson ditto.....	1 1/8
Transoms and throats of Hooks .....	1 1/8
Arms of Hooks .....	1 1/8

#### Size of Bolts in Fastenings.

Copper.	Inches.
Bolts thro' the Bilge and Foot Waling .....	3/4
Butt End Bolts .....	3/8
Lower Pintle of the Rudder .....	3/4

Hold Beam .....	1
Deck Beam .....	1/8
same in Iron above the Copper.....	1 1/8

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 Inches. The Space between the Top-timbers is 4 to 4 1/2 Inches. The Stem, Stern Post, are composed of African oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British oak and are — free from all defects.

The Floors and first Foothooks are composed of British oak Timber.

The other Foothooks and Top Timbers of British oak

The Shifts of the first and second Foothooks are not less than 4 1/2 in. to 6 in. 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 very 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 1/3 of the entire moulding at that place.

The Frame is well choiced with 90 Butt at each end of the chock. all cross choiced and Scarphs above

The Main Kelson is composed of African oak and the False Kelson of African oak

The Scarphs of the Kelsons are not less than 7 feet 3 inches.

The Deck and Hold Beams are composed of British and African oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Quebec Rock Elm

From the first Foothook Heads to the Light Water Mark of British oak

From the Light Water Mark to the Wales of British and African oak

The Wales and Black-strakes are of British oak The Topsides of British oak

The Sheer-strakes and Plank-sheers of British and African oak The Water-ways of Red Pine

The Decks of Yellow Pine State of new

The Shifts of the Planking are not less than 5 & 6 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 throughout

**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 Shen. lodging pieces on African oak blocks in square body. Double lodging

Deck Beams Double lodging British oak knees and stringer, with Twentytwo Diagonal hanging Iron

Number of Breasthooks five below & one above Deck Counters Star forward and two Crutches aft British oak, and a pair of

Butts End Bolts are of copper in the Bottom, and a Bolt in each Butt End through and clenched. Iron Riders aft

Bilge and Footwaling copper bolted through and clenched.

General Quality of Workmanship very good

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

Builder's Name John Sloan  
 Surveyor's Name John Sloan



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	200	Chain .....	1 1/2	3	Bower, <sup>8</sup>
2	Fore Top Sails,	80	Hempen Stream Cable .....	8	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser .....	5 3/4	2	Kedge, <sup>8</sup>
1	Main Sails,	80	Towlines .....	4		
2	Main Top Sails,	60	<del>Warp</del> Stream Chain .....	4 1/2		
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 0 Long Boat and Jolly Boat, and Gig

The present state of the Windlass is good Capstan good and Rudder good Four bad Humps good  
with How and Taurus Patent Anchors

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

Laid on in June 1839, and launched 15<sup>th</sup> August 1840; Surveyed at the three prescribed periods, and often at other times. Specially, while building. Frame all Welsh and Scotch oak, of good quality, well seasoned, and very well squared. Shifts of timbers good, built wholly in frame, all cross cheeks and sharp, throughout; Planking and beiling of good quality, well wrought, and shifted three between; Number of Beams and fastenings as described; Copper 1<sup>st</sup> Plate Butt, and footwale, bolted thro' and clenched on rings; Nelson bolts thro' each floor, and clenched on rings, on main keel; Two Pointers forward, and two aft, of British oak, and a pair of Iron Riders aft, and the Wing, and Rider Transoms, Nixed to the sides. She is well finished, Workmanship generally very good, and her Stores and furnishings are very complete, and of the best description.

If Sheathed, Doubled, Felted, or Coppered Sheathed with oak and Pine When last done from Wales to about five

I am of opinion this Vessel should be Classed "A 1"

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

Special .....£ 16 : 4 : -

Committee's Minute 20<sup>th</sup> Sept 1840

Character assigned A 1 for 10 years

*John P. Harrison*



© 2021

Lloyd's Register  
Foundation