

No. 903 Survey held at Greenock Date 26th September 1840
on the New Barque "Rowallan" Master Duncan Nicol
Tonnage 225- am. Built at Greenock When built 2nd September 1840
By whom built William Johnston Owners Gray and Macfarquhar and others
Port belonging to Greenock Destined Voyage Glyde to Trinidad
If Surveyed Afloat or in Dry Dock On Stocks

903
JH

Length aloft 92 ^{Feet.} 2 ^{Inches.} 11 Extreme Breadth Midships ^{Feet.} 20 ^{Inches.} 5 ^{11 Depth of Hold 15 ^{Feet.} 3 ^{Inches.} 11}

Scantlings of Timber.

Timber and Space.....	each	Inches.	Moulded	Inches.	Middle	Inches.	Ends
Floors.....	sided	<u>9</u> ¹ / ₂		<u>9</u> ³ / ₄		<u>8</u>	
1 st Foothooks.....	"	<u>8</u> ¹ / ₂	"	<u>8</u>	"	<u>7</u>	"
2 nd Ditto.....	"	<u>7</u> ¹ / ₂	"	<u>7</u>	"	<u>6</u> ¹ / ₄	"
3 rd Ditto.....	"	<u>7</u>	"	<u>6</u> ¹ / ₄	"	<u>5</u> ¹ / ₂	<u>4</u> ³ / ₄
Top Timbers.....	<u>4</u>	<u>6</u> ¹ / ₂	"	<u>5</u> ¹ / ₂	<u>4</u> ³ / ₄	<u>4</u> ³ / ₄	<u>4</u> ³ / ₄
Deck BeamsN°. of <u>12</u>	"	<u>8</u> ¹ / ₂	"	<u>8</u> ¹ / ₂	<u>7</u>	<u>7</u>	<u>5</u>
Hold BeamsN°. of <u>12</u>	"	<u>10</u>	"	<u>10</u>	<u>8</u>	<u>8</u>	<u>5</u>
Keel	"	<u>10</u>	"	<u>12</u>	"	<u>12</u>	"
Kelsons	"	<u>12</u>	"	<u>14</u> ³ / ₄	"	<u>14</u> ³ / ₄	"

Thickness of Plank.

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

Copper.

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

Size of Bolts in Fastenings.

Copper.

Bolts thro' the Bilge and Foot Waling	<u>3</u> ¹ / ₄	Hold Beam	<u>1</u> ¹ / ₂
Butt End Bolts	<u>5</u> ¹ / ₈	Deck Beam	<u>1</u> ¹ / ₂
Lower Pintle of the Rudder	<u>2</u> ³ / ₄		
		same in Iron above the Copper.....	<u>1</u> ¹ / ₂

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 to 4 Inches. The Space between the Top-timbers is 5 to 6 Inches. The Stem, Stern Post, are composed of British & 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 Foreign and British 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 4 in. to 3 ft 6 in. 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 very fairly squared

The alternate Frames are all bolted together. to Gunwale N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1/2 to 1 of the entire moulding at that place.

The Frame is well chocked with no Butt at each end of the chock. broad chocks and full Butts

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

The Scarphs of the Kelsons are not less than 6 feet — inches.

The Deck and Hold Beams are composed of British and Foreign 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 elm

From the Light Water Mark to the Wales of Red Pine

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

The Sheer-strakes and Plank-sheers of Foreign 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 ft 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 two and three between three monthly

Planking Inside.—The Limber-strakes are composed of American oak the Bilge Planks of American oak

The Ceiling, Lower Hold, of Red Pine & American oak Between Decks of Red Pine

Shelf Pieces of American oak Clamps of American oak

Fastenings.—To Hold Beams iron lodging knees on blocks in square body. Double lodging British oak knees in cant bodies with stringers
Deck Beams iron lodging knees in square body. Double lodging British oak knees in cant bodies with stringers

Number of Breasthooks four between main and foremast Pointers two forward and two Crutches aft. and two between foremast and mainmast

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 good

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

Builder's Name

Surveyor's Name

John P. Cunningham

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,	180	Chain	1 3/8	3	Bower
1	Fore Top Sails,	75	Hempen Stream Cable	7	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser	5	2	Kedge
1	Main Sails,	75	Towlines	4		
2	Main Top Sails,	75	Warp	3		
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 a Long Boat and Solly Boat and Gig

The present state of the Windlass is good Capstan Doublewinch and Rudder good Two Leadumps good
with New & Rawns' patent purchases good

General Remarks—Statement and Date of Repairs.

Laid on in February and launched 2nd September 1840. Inspected at the three prescribed periods, and at other times, specially while building. Frame (with the exception of a few of the floors and first futtocks), of English and Scotch oak, of good quality, and very fairly squared. Built wholly in frame. Planks of timber good. Cross Chocks and full Butts. Planking and Gilling of good quality and well wrought. Shifted two and three between three months, and where two is used the Butt is not on same timber. Number of Beams and fastenings as described. Two Musters forward, and two aft, of British oak. Two Cross Riders aft, and the Wing and Rider Transoms are Diagonally Iron Nailed to the sides. The is Copper, Ridge and Butt bolted thro' and clenched on Rings; and the Nelson bolts of Copper, thro' each floor and clenched on Rings, on main Deck. She is well finished, and her Stores and furnishings are of a good description.

If Sheathed, Doubled, Felted, or Coppered Coppered over Paper to the Main When last done in September 1840

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

The Amount of the Fee.....£ 9 : - : - is received by me,

Special£ 11 : 5 : -

John P. Lanning

Committee's Minute 2nd October 1840

Character assigned S A 1

[Signature]



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