

No. 926 Survey held at Port Glasgow Date 12th October 1841  
 on the Barque "Clara" Master John Blair  
 Tonnage 333 M. Built at Cumbarton When built 1831  
 By whom built Williams, Perry & Son Owners J & M. Gibson and others  
 Port belonging to Port Glasgow Destined Voyage Clyde to Bombay  
 If Surveyed Afloat or in Dry Dock in Dry Dock

Length aloft	Feet. 107	Inches.	Extreme Breadth	Feet. 26	Inches. 9	Depth of Hold	Feet. 10	Inches. 6	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>						
Timber and Space.....	each	Inches. 13	Inches. Middle	Inches. Ends	<b>Outside.</b>		Inches.	<b>Inside.</b>	Inches.
Floors.....	sided	12	Moulded	13 1/2	Keel to Bilge	3 1/2	Foot Waling	1 1/2	
1 <sup>st</sup> Foothooks.....	"	11	"	11 1/2	Bilge Planks	5	Bilge Planks	5 1/2	4
2 <sup>nd</sup> Ditto.....	"	10	"	9 1/2	Bilge to Wales	3	Ceiling in Flat	3	
3 <sup>rd</sup> Ditto.....	"	9	"	8	Wales	5	Ditto Bilge to Clamp	3	
Top Timbers	"	8	"	7 1/2	Topsides	2 3/4	Hold Beam Clamps	4 1/2	
Deck Beams ....N°. of 17	"	10	"	10 1/2	Sheer Strakes	3 1/2	Deck Beam Ditto.....	4	
Hold Beams ....N°. of 15	"	12	"	12 1/2	Plank Sheers.....	3	Ceiling 'twixt Decks	3	
Keel	"	14	"	15	Water-Ways	6 1/2	Hold Beam Shelves	5 1/2	12
Kelsons	"	15	"	18	Upper Deck	3	Deck Beam Ditto.....	10	
<b>Copper.</b>			<b>Size of Bolts in Fastenings.</b>						
Heel-Knee, and Dead Wood abaft	"	Inches. 1	<b>Copper.</b>		Inches. 3 1/2		<b>Iron:</b>		Inches. 3
Scarphs of Keel.....N°.	"		Bolts thro' the Bilge and Foot Waling		"		Hold Beam		"
Floor Timber Bolts	"		Butt End Bolts		"		Deck Beam		"
Kelson ditto	"		Lower Pintle of the Rudder		3 1/2				"
Transoms and throats of Hooks	"								"
Arms of Hooks	"						same in Iron above the Copper.....		"

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of British & 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 and African oak Timber.

The other Foothooks and Top Timbers of British and African oak

The Shifts of the first and second Foothooks are not less than — N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are —

The Frame is — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is all well squared above and

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 — of the entire moulding at that place.

The Frame is — chocked with — Butt at each end of the chock.

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

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

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

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

From the first Foothook Heads to the Light Water Mark of reported to be Gumwood and Oak

From the Light Water Mark to the Wales of British oak Gumwood and Pitch Pine

The Wales and Black-strakes are of African oak The Topsides of Pitch Pine

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

The Decks of Yellow Pine State of good

The Shifts of the Planking are not less than 5 Feet 6 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 mostly

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

The Ceiling, Lower Hold, of Gumwood & American oak Between Decks of Gumwood

Shelf Pieces of Gumwood & African oak Clamps of Gumwood

**Fastenings.**—To Hold Beams Iron bolting — on — with — above and below —

Deck Beams Double bolting British oak — and — with — Diagonal — hanging —

Number of Breasthooks — Pointers — Crutches —

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

Bilge and Footwaling Copper 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

Wm. R. Sumner



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
2	Fore Top Sails,	75	Hempen Stream Cable .....	7 1/2	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser .....	6	2	Kedge
2	Main Sails,	75	Towlines .....	5		
2	Main Top Sails,	80	Warp .....	3 1/2		
and well found in other sails			All of <u>good</u> quality.			

Her Standing and Running Rigging is all sufficient in size and fair in quality.

She has a Long Boat and Silly Boat

The present state of the Windlass is good Capstan good and Rudder good Four Lead Shumps good

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

Copper and Copper examined and patched, Paint shaken on larboard side in way of fore Guardboard taken out and renewed, Several new Plank and some new timbers in Hold, where damaged by a Blud falling on board; timbers wherever seen, sound and good, new Foremast and several other new spars.

This Vessel was surveyed with the Copper on, and having dubbed the head ends below the Stales, I found the quality as described. She is now in a good Condition, and fit for the safe Conveyance of Dry and perishable Cargoes.

See Let from J R Gibberon  
16 Nov

If Sheathed, Doubled, Felted, or Coppered Coppered over Paper and When last done Sept at Bombay, in

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

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

Special .....£ : :

Committee's Minute 13<sup>th</sup> Nov 1840

Character assigned Conserved until etc

Classed S A 1  
See report No 946



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