

967

No. 967 Survey held at Greenock Date 11th January 1841.
 on the New Barque "Saghalien" Master W^m Brown
 Tonnage 349^{cm} 377^{nm} Built at Greenock When built 1st January 1841
 By whom built John Scott & Sons Owners Cotesworth & Wynne & Others
 Port belonging to Liverpool Destined Voyage Clyde to Liverpool
 If Surveyed Afloat or in Dry Dock On Stocks

Length aloft	Feet. <u>106</u> Inches. <u>5</u> ¹⁰	Extreme Breadth	<u>Amidships</u> Feet. <u>23</u> Inches. <u>7</u> ¹⁰	Depth of Hold	Feet. <u>17</u> Inches. <u>9</u> ¹⁰	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each <u>13</u>	Inches. Middle <u>12</u> ¹ / ₂ Ends <u>12</u> ¹ / ₂	Outside.	Inches.	Inside.	Inches.
Floors.....	sided <u>12</u>	Moulded	Keel to Bilge	<u>3</u>	Foot Waling	<u>4</u>
1 st Foothooks.....	" <u>11</u>	" <u>10</u> ¹ / ₂	Bilge Planks	<u>4</u> ¹ / ₂ <u>5</u>	Bilge Planks	<u>five thicknesses</u> <u>4</u> ¹ / ₂
2 nd Ditto.....	" <u>10</u>	" <u>9</u>	Bilge to Wales	<u>3</u> ¹ / ₄	Ceiling in Flat	<u>3</u>
3 rd Ditto.....	" <u>9</u>	" <u>7</u> ¹ / ₂	Wales	<u>5</u>	Ditto Bilge to Clamp	<u>3</u>
Top Timbers	" <u>8</u>	" <u>6</u> ¹ / ₂ <u>5</u>	Topsides	<u>2</u> ³ / ₄	Hold Beam Clamps	<u>four thicknesses</u> <u>4</u>
Deck Beams N ^o . of <u>12</u>	" <u>10</u>	" <u>10</u> <u>7</u> ¹ / ₂ <u>5</u>	Sheer Strakes	<u>3</u> ¹ / ₄ <u>4</u>	Deck Beam Ditto	<u>3</u> ¹ / ₂
<u>Quarter or</u> Hold Beams N ^o . of <u>15</u>	" <u>12</u>	" <u>12</u> <u>9</u>	Plank Sheers.....	<u>3</u> ¹ / ₄	Ceiling 'twixt Decks	<u>2</u> ³ / ₄
Keel	" <u>12</u>	" <u>13</u> <u>—</u>	Water-Ways	<u>6</u>	Hold Beam Shelves	<u>6</u> <u>11</u> ¹ / ₂
Kelsons	" <u>14</u>	" <u>16</u> <u>4</u>	Upper Deck	<u>3</u>	Deck Beam Ditto.....	<u>5</u> <u>12</u>
Size of Bolts in Fastenings.			Iron:			
Copper.			Iron:			
Heel-Knee, and Dead Wood abaft	<u>1</u> ¹ / ₄	Bolts thro' the Bilge and Foot Waling	<u>7</u> ⁸	Hold Beam	<u>1</u> ¹ / ₈ <u>1</u>	
Scarp of Keel..... N ^o .	<u>7</u> ⁸	Butt End Bolts	<u>5</u> ⁸ <u>3</u> ⁴	Deck Beam	<u>7</u> ⁸	
Floor Timber Bolts	<u>1</u> ⁸	Lower Pintle of the Rudder	<u>3</u> ⁴	same in Iron above the Copper.....		
Kelson ditto	<u>1</u> ⁸					
Transoms and throats of Hooks	<u>1</u> ⁸					
Arms of Hooks	<u>7</u> ⁸ <u>1</u>					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2¹/₂ to 3¹/₂ Inches. The Space between the Top-timbers is 3¹/₂ to 5¹/₂ Inches. The Stem, Stern Post, are composed of British 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 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 9 in. 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 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, to Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are — close together; their thickness not less than one third of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. Gross Chocks, and full Butts dunnelled. The Main Kelson is composed of African Oak and the False Kelson of African Oak. The Scarphs of the Kelsons are not less than Six feet — 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 Dublin Dock Elm. From the first Foothook Heads to the Light Water Mark of American and African Oak. From the Light Water Mark to the Wales of African and British Oak. The Wales and Black-strakes are of African Oak. The Topsides of African Oak. The Sheer-strakes and Plank-sheers of African Oak. The Water-ways of Wood 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 three between

Planking Inside.—The Limber-strakes are composed of African Oak the Bilge Planks of African & Brit. Oak. The Ceiling, Lower Hold, of African Oak Between Decks of African Oak. Shelf Pieces of African Oak Clamps of African Oak. **Fastenings.**—To Hold Beams Iron lagging pieces on Chocks, in square body; double lagging Brit. Oak keels, in cant bodies, with Springs above Beams. Deck Beams Double lagging pieces of British Oak and Shingles, with twenty diagonal Iron lagging pieces. Number of Breasthooks five below, five above deck. Pointers two forward; and two Iron Riders Crutches aft. four Transom knees. 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. Footwaling Iron bolted, not through. General Quality of Workmanship Very good.

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

Builder's Name

Surveyor's Name

John R. Cunningham



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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,	200	Chain	1 5/8	3	Bower,
2	Fore Top Sails,	75	Hempen Stream Cable	8	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser	6	2	Kedge,
2	Main Sails,	75	Towlines	4		
2	Main Top Sails,	—	Warp	—		
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 olly Boat and gig.

The present state of the Windlass is Good Capstan Good and Rudder Good
with Bow & Jacuss's patent purchase Good Two leadumps good.

General Remarks—Statement and Date of Repairs.

Laid on in January 1840, and launched 9th January 1841. Surveyed at the three proscribed periods, and at other times specially, while building. Frame all English and Welsh Oak, of good quality, and very well squared. Built wholly in frame. Shifts of timbers good. Cross Chocks, and full Butts, dowelled. Planking and ceiling of good quality, well wrought, and shifted three between. Number of Beams and fastenings, as described. Bilge and Butt, bolted with Yellow Metal, through and clenched on rings. Nelson bolts, into each floor, through and clenched on rings, on Main Keel. Two wood pointers, connected below, aft, forming a crutch, and two Iron Riders aft. The Wing and Rider Transoms are both diagonally Iron knee to the sides, and the fastenings both forward and aft, are well connected. The Workmanship throughout is very good, and her stores and furnishings, complete, and of the best description.

If Sheathed, Doubled, Felted, or Coppered Coppered over paper to the Males in When last done Jan'y 1841

I am of opinion this Vessel should be Classed "12 A1."

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

Special£ 17 : 9 : —

John B. Cunningham

Committee's Minute 2nd Feby 1841

Character assigned A 1 for 12 Years

[Signature]



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