

No. 998 Survey held at Port Glasgow Date 6th February 1841
on the Gun Barque "Cludeside" Master Robt. Mathieson
Tonnage 221.0m. 235.8m. Built at Port Glasgow When built 26th January 1841.
By whom built Kenneth Mathieson Owners Kenneth Mathieson & others
Port belonging to Port Glasgow Destined Voyage Clyde to New Zealand
If Surveyed Afloat or in Dry Dock On Stocks.

Length aloft	89	7	10	Extreme Breadth	21	7	10	Depth of Hold	10	6	10
Scantlings of Timber.											
Timber and Space	each	10 1/4									
Floors	sided	9 1/2	Moulded	10 1/2							
1 st Foothooks	"	8 1/2	"	8 1/2							
2 nd Ditto	"	7 1/2	"	7 1/2							
3 rd Ditto	"	6 3/4	"	6 1/2							
Top Timbers	"	6 1/2	"	5 1/2	4 3/4						
Deck Beams	N ^o . of 12	9	"	9	6						
Hold Beams	N ^o . of 11	10	"	10	8						
Keel	"	11	"	13							
Kelsons	"	11 1/2	"	12 1/2	3						
Thickness of Plank.											
Outside.						Inside.					
Keel to Bilge		2 3/4				Foot Waling		3 1/2			
Bilge Planks		4 1/2				Bilge Planks		4			
Bilge to Wales		2 3/4				Ceiling in Flat		2 1/2			
Wales		4 1/2				Ditto Bilge to Clamp		2 1/2			
Topsides		2 1/2				Hold Beam Clamps		4			
Sheer Strakes		3 1/2				Deck Beam Ditto		3			
Plank Sheers		3 1/2				Ceiling 'twixt Decks		2 1/2			
Water-Ways		10				Hold Beam Shelves		4 1/2 x 10			
Upper Deck		3				Deck Beam Ditto		4 1/2 x 10			
Size of Bolts in Fastenings.											
Copper.						Iron.					
Heel-Knee, and Dead Wood abaft		3/4				Hold Beam		7/8			
Scarphs of Keel	N ^o . 3/4	7/8				Deck Beam		7/8			
Floor Timber Bolts		1									
Kelson ditto		1									
Transoms and throats of Hooks		1									
Arms of Hooks		7/8									
Copper.						Iron.					
Bolts thro' the Bilge and Foot Waling		3/4									
Butt End Bolts		3/4									
Lower Pintle of the Rudder		2 1/4									
						same in Iron above the Copper		1/8			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 1/2 Inches. The Space between the Top-timbers is 3 to 5 Inches. The Stem, Stern Post, are composed of British 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 American and British 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 3 1/4 in. to 3 1/2 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 well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is all very fairly squared. The alternate Frames are — bolted together. N. B. If not, state how bolted. The Butts of the Timbers are — close together; their thickness not less than 1/4 to 1/2 of the entire moulding at that place. The Frame is well chocked with no Butt at each end of the chock. The Main Kelson is composed of American Oak and the False Kelson of American & British Oak. The Scarphs of the Kelsons are not less than six feet — inches. The Deck and Hold Beams are composed of American 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 Oak. From the Light Water Mark to the Wales of Red Pine. The Wales and Black-strakes are of American & British Oak. The Topsides of American & British Oak. The Sheer-strakes and Plank-sheers of American & British 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 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 mostly three between the Bilge Planks of American Oak.

Planking Inside.—The Limber-strakes are composed of American Oak. The Ceiling, Lower Hold, of Red & Pitch Pine & American Oak. Between Decks of Red Pine. Shelf Pieces of American Oak. Clamps of American Oak.

Fastenings.—To Hold Beams Iron bolting knees on chocks in square Body double bolting Red Oak knees in Cant Bodies with stringer above Beams. Deck Beams Iron bolting knees on chocks in square Body double bolting Red Oak knees in Cant Bodies with stringer, double diagonal iron hanging knees. Number of Breasthooks four below & one above decks. Pointers two aft. Crutches one iron aft. 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. Footwaling Iron bolting into every timber not through. General Quality of Workmanship Very fair Four Transom Knees.

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,	180	Chain	1 1/8	3	Bower,
1	Fore Top Sails,	75	Hempen Stream Cable	6 1/2	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser	5	1	Kedge,
1	Main Sails,	80	Towlines	4		
2	Main Top Sails,	—	Warp			
and <u>well found in other sails</u>			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 Gilly Boat & Cutter

The present state of the Windlass is Good Capstan Good and Rudder Good Two Lead Pumps good.

General Remarks—Statement and Date of Repairs.

Laid on in August 1840, and launched 26th January 1841. Surveyed at the three prescribed periods, and at other times specially, while Building. Frame all English and Scotch Oak, (with the exception of some of the midship floors, of American oak,) of good quality, and very fairly squared. Shifts of timbers good. Every alternate frame, bolted together; Planking and Ceiling good of their kind, well wrought, and shifted two and three between, three mostly; and where two is wrought, the Butts are not on same timber. Number of Beams and fastenings, as described: Two pointers, and an Iron Crotch aft, and the Wing, and Wider transoms, are diagonally Iron ~~knives~~ to the sides. She is Bilge and Butt Copper bolted, through and clenched. Foot waling bolts, Iron, into each timber: She is very fairly finished, and her stores and furnishings are of a Good description.

If Sheathed, Doubled, Felted, or Coppered Sheathed with Pine to three inches below the When last done Males & Coppered on the plates to the Males.

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

^{near} The Amount of the Fee.....£ 3 : — : — is received by me,

Special£ 11 : 1 : —

Committee's Minute 30th March 1841

Character assigned A 1 for P. E. & L. D.



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