

1020

No. 1020 Survey held at Greenock Date 10<sup>th</sup> April 1841  
 on the New Brig "Fluid" Master Joseph Ritchie  
 Tonnage 343 311 a.m. Built at Greenock When built 25<sup>th</sup> March 1841  
 By whom built Walt. Steele & Coy Owners Morris & McPride  
 Port belonging to Greenock Destined Voyage Clyde to Calcutta  
 If Surveyed Afloat or in Dry Dock On Stocks

Length aloft	109	Feet. 109	Inches. 0	Extreme Breadth	Amidships	21	Feet. 21	Inches. 10	Depth of Hold	16	Feet. 16	Inches. 6
<b>Scantlings of Timber.</b>												
Timber and Space	each	24	Inches. 24	Moulded	12 1/2	Inches. 12 1/2	<b>Thickness of Plank.</b>					
Floors	sided	11	Inches. 11				<b>Outside.</b>			<b>Inside.</b>		
1 <sup>st</sup> Foothooks	"	10	Inches. 10				Keel to Bilge	3 1/2	Inches. 3 1/2	Foot Waling	3 1/4	Inches. 3 1/4
2 <sup>nd</sup> Ditto	"	9	Inches. 9				Bilge Planks	4 1/2	Inches. 4 1/2	Bilge Planks	4	Inches. 4
3 <sup>rd</sup> Ditto	"	8	Inches. 8				Bilge to Wales	3	Inches. 3	Ceiling in Flat	3	Inches. 3
Top Timbers	"	7 1/2	Inches. 7 1/2				Wales	4 1/2	Inches. 4 1/2	Ditto Bilge to Clamp	3	Inches. 3
Deck Beams	N <sup>o</sup> . of 18	9 3/4	Inches. 9 3/4				Topsides	2 1/2	Inches. 2 1/2	Hold Beam Clamps	5	Inches. 5
Hold Beams	N <sup>o</sup> . of 13	12	Inches. 12				Sheer Strakes	3 1/2	Inches. 3 1/2	Deck Beam Ditto	3 1/4	Inches. 3 1/4
Keel	"	13	Inches. 13				Plank Sheers	3 1/2	Inches. 3 1/2	Ceiling 'twixt Decks	2 1/2	Inches. 2 1/2
Kelsons	"	12 1/2	Inches. 12 1/2				Water-Ways	7 1/2	Inches. 7 1/2	Hold Beam Shelves	5 x 14	Inches. 5 x 14
<b>Size of Bolts in Fastenings.</b>							Upper Deck	3 1/4	Inches. 3 1/4	Deck Beam Ditto	5 x 13	Inches. 5 x 13
<b>Copper.</b>							<b>Iron.</b>					
Heel-Knee, and Dead Wood abaft	1 1/2	Inches. 1 1/2		<b>Copper.</b>				Hold Beam	1 1/2	Inches. 1 1/2		
Scarp of Keel	N <sup>o</sup> . 8	Inches. 8		Bolts thro' the Bilge and Foot Waling	3/4	Inches. 3/4		Deck Beam	1 1/2	Inches. 1 1/2		
Floor Timber Bolts	1 3/4	Inches. 1 3/4		Butt End Bolts	5/8	Inches. 5/8						
Kelson ditto	1 3/4	Inches. 1 3/4		Lower Pintle of the Rudder	2 1/16	Inches. 2 1/16						
Transoms and throats of Hooks	1 1/2	Inches. 1 1/2										
Arms of Hooks	7/8	Inches. 7/8										

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 to 3 1/2 Inches. The Space between the Top-timbers is 3 1/2 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 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. 8 in. to 3 ft. 11 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 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 3 to 4 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. Crop Chocks, & full Butts Keysed.

The Main Kelson is composed of Mora & 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 Oak

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

From the first Foothook Heads to the Light Water Mark of American Oak

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

The Wales and Black-strakes are of Brit. & African Oak & Greenheart The Topsides of African & British Oak

The Sheer-strakes and Plank-sheers of 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 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 well then, (from mast) between

**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 Iron Lodging knees on Chocks, & Stringer above Beams.

Deck Beams Iron Lodging knees on Chocks, with Stringer, & sixteen diagonal Iron knees.

Number of Breasthooks five below & one above deck Pointers two Iron aft Crutches one Iron aft

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. Two Iron Transom knees.

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



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 1/4	3	Bower,
2	Fore Top Sails,	75	Hempen Stream Cable .....	7 1/2	1	Stream,
2	Fore Topmast Stay Sails,	70	Hawser .....	5	2	Kedge,
2	Main Sails,	70	Towlines .....	4 1/4		
2	Main Top Sails,	75	Warp .....	7/8		
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 Jolly Boat

The present state of the Windlass is Good Capstan Good and Rudder Good  
with Four & Pawcuss patent purchase } Good Four lead pumps good.

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

Laid on in August 1840, Launched 25<sup>th</sup> March 1841; Surveyed at the three prescribed periods, (Special services declined). Frame all English and Welsh oak, of good quality, and well squared. Shifts of timbers good, built wholly in frame. Cross chocks with butted lips, and full Butt Keyed. Planking and ceiling of good quality, and well wrought. Shifted two and three between, three mostly. Number of Beams and fastenings, as described. She has two Iron pointers, and an Iron crutch aft, and the transom diagonally Iron Nixed to the sides. Copper Bilge and Butt bolted through and clenched on rings. Nelson bolts, through each floor, and clenched on rings, on main keel. She is well finished, the workmanship throughout, good, and her Stores and furnishings are of the best description.

Sheathed with Pine & Elm from Wales, to about four feet down amidships, and

If Sheathed, Doubled, Felted, or Coppered Coppered over paper to the Wales When last done in March 1841.

I am of opinion this Vessel should be Classed "WA".

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

Special .....£ : : :

Committee's Minute 7<sup>th</sup> May 1841

Character assigned A 1 for 10 years

*John R. Lanning*



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Foundation