

No. 1039 Survey held at Greenock Date 12th June 1841
on the New Barge "Marquis of Bute" Master Neil Lamont
Tonnage 150 ^{om} 543 ^{h.m.} Built at Greenock When built 5th June 1841
By whom built Thomson & Piers. Owners Arch^d. Sharp & others.
Port belonging to Rothsay, (Port of Greenock) Destined Voyage Glyde to Australia
If Surveyed Afloat or in Dry Dock On Stocks.

Length of stow		Feet.	Inches.	Extreme Breadth		Feet.	Inches.	Depth of Hold		Feet.	Inches.
		118	7 1/2	Amidships		26				19	

Scantlings of Timber.				Thickness of Plank.				
		Inches.		Outside.		Inches.	Inside.	Inches.
Timber and Space	each	28		Keel to Bilge		3 1/2	Foot Waling	4 1/4
Floors	sided	13 1/2	Moulded	Bilge Planks		5	Bilge Planks	5
1 st Foothooks	"	12	"	Bilge to Wales		3 3/4	Ceiling in Flat	3 1/2
2 nd Ditto	"	10 1/2	"	Wales		5	Ditto Bilge to Clamp	3 1/4
3 rd Ditto	"	9	"	Topsides		3 1/4	Hold Beam Clamps	two Strakes 4
Top Timbers	"	8	"	Sheer Strakes		4 1/2	Deck Beam Ditto	two Strakes 4
Deck Beams	N ^o . of 21	11	"	Plank Sheers		3 1/2	Ceiling 'twixt Decks	2 1/2
Hold Beams	N ^o . of 17	12	"	Water-Ways		10	Hold Beam Shelves	5 x 12 1/2
Keel	"	14	"	Upper Deck		3 1/4	Deck Beam Ditto	5 x 12 1/2
Kelsons	"	14	"				Lower Deck Spirketting	4
Deck Beam Spaces	3 ft. 2 in. to 6 ft. 10 inches.						Upper Deck Ditto	3
Hold Beam Spaces	4 ft. 4 in. to 7 ft. 2 inches.							

Copper.		Inches.	Size of Bolts in Fastenings.		Inches.	Iron.		Inches.
Heel-Knee, and Dead Wood abaft	1 1/2, 1 1/4	1 1/8	Copper.		7/8	Hold Beam		1
Scarphs of Keel	N ^o .	7/8	Bolts thro' the Bilge and Foot Waling		3/4	Deck Beam		7/8
Floor Timber Bolts		1 1/8	Butt End Bolts		3 1/2			
Kelson ditto		1 1/8	Lower Pintle of the Rudder					
Transoms and throats of Hooks	1 1/2, 1 1/4	1 1/8				same in Iron above the Copper		1 1/4, 1 1/8
Arms of Hooks	7/8, 1	7/8						7/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 Inches. The Space between the Top-timbers is 2 1/2 to 6 Inches. The Stem, Stern Post, are composed of 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 British Oak Timber.

The other Foothooks and Top Timbers of British Oak

The Shifts of the first and second Foothooks are not less than 4 ft 4 in. to 4 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 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 $\frac{3}{4}$ of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. *Cross Chocks, and fall Butts Keyed.*

The Main Kelson is composed of African Oak & Greenheart and the False Kelson of Greenheart

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

The Deck and Hold Beams are composed of British Oak, Greenheart, and Morra

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

From the first Footbook Heads to the Light Water Mark of *British Oak, Greenheart, and East India Teak.*

From the Light Water Mark to the Wales of British Port, Greenheart and East India Trade.

The Wales and Black-strokes are of *Ap. I. Oak, Oak, Ghaut, Morra & E. I. Oak*. The Topsides of *Ap. I. Oak, Oak, Ghaut, Morra & E. I. Oak*.
African Oak, Morra & British Oak.
 The Sheer-strokes and Plank sheers of *African Oak & Morra*. The Water-ways of *Two plank most ditto. Red Pine*

The Sheer-strakes and Plank-sheers of African Oak & Morra

The Water-ways of Lower plank next above 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 two & three 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

stenings.—To Hold Beams *Iron lodging knees on Chocks in Square Body, Square lodging knees, canters, barks, in Cant Bodies, with*
Stringer above and below Beams, and eighteen diagonal Iron hanging Knees.
Deck Beams *Iron lodging knees on Chocks, in Square Body, Double lodging knees British Oak, in Cant Bodies, with*
Stringer, and twenty two diagonal Iron hanging Knees.

Deck Beams *Stringer, and twenty two diagonal iron Ranging knees.*

Number of Breasthooks five below, & one above deck. Pointers four Crutches one aft.

Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper & Yellow Metal bolted through and clenched.

General Quality of Workmanship very good Four Transom Nines

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,	240	Chain	12 1/2	3	Bower,
2	Fore Top Sails,	75	Hempen Stream Cable	8 1/2	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser	6	2	Kedge,
1	Main Sails,	75	Towlines	4 1/2		
2	Main Top Sails,	75	Stream Chain	15		
	and well found in other Sails.		Warp	16		
			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 Silly Boat 4 fig

The present state of the Windlass is Good Capstan Good and Rudder Good
with Per & Proucis Patent purchase Four lead pumps good

General Remarks—Statement and Date of Repairs.

Laid on in June 1840. launched 5th June 1841. Surveyed at the three prescribed periods, and at other times. Specially, while Building. Frame all English and Welsh Oak, of good quality, and well squared. Shifts of Timbers good. Built wholly in frame, all crop choiced, a full Butt Riced; Number of Beams, fastenings and spaces, as described; Planking and Ceiling as on other side, good quality, and well wrought, two and three between, three mostly; and where two is wrought, the Butts are from two to three feet, with two between. — She has four pointers, and an Iron Crutch aft, and the Wing and Rider transoms, are diagonally Iron Kneed to the sides. Yellow Metal Butt bolted through and clenched in rings. Bilge and Footwaling Copper and Yellow Metal bolted, through and clenched in rings. Nelson bolts, into each floor, through, and clenched in rings, on Main Keel. She is well finished, and her stores and Furnishings are Complete, and of the best description.

If Sheathed, Doubled, Felted, or Coppered Sheathed two Strakes of Pine below the Wale and Coppered to the Wale, over Felt and paper When last done in June 1841

I am of opinion this Vessel should be Classed "10 A1"

The Amount of the Fee.....£ 5 : — : — is received by me,

Special£ 22 : 19 : —

John P. Cumming

Committee's Minute 13th July 1841

Character assigned A 1 for 10 years

[Signature]



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