

No. 1102 Survey held at Greenock Date 8th November 1841
 on the New Ship "Hebrides" Master Alfred Melville
 Tonnage 512, 6m. Built at Greenock When built 2nd November 1841
 By whom built Murphy & Clark Owners Henniston & Co. Glasgow
 Port belonging to Greenock Destined Voyage Clyde to Bombay & China
 If Surveyed Afloat or in Dry Dock On Stocks

Length aloft	Feet. <u>121</u> Inches.	Extreme Breadth <u>Amidships</u>	Feet. <u>27</u> Inches. <u>5/10</u>	Depth of Hold	Feet. <u>20</u> Inches. <u>4/0</u>
Scantlings of Timber.					
Timber and Space	Inches. <u>29</u>	Inches. <u>13 1/2</u>	Inches. <u>15</u>	Thickness of Plank.	
Floors	sided <u>13 1/2</u>	Moulded <u>13 1/2</u>		Outside.	Inside.
1st Foothooks	" <u>12 1/2</u>	" <u>11 1/2</u>		Keel to Bilge	Foot Waling
2nd Ditto	" <u>11 1/2</u>	" <u>10 1/2</u>		Bilge Planks	Bilge Planks
3rd Ditto	" <u>10 1/2</u>	" <u>9</u>		Bilge to Wales	Ceiling in Flat
Top Timbers	<u>9 1/2</u>	" <u>7 1/2</u>		Wales	Ditto Bilge to Clamp
Deck Beams N° of <u>19</u>	" <u>11</u>	" <u>11 1/2</u>		Topsides	Hold Beam Clamps
Hold Beams N° of <u>17</u>	" <u>12 1/2</u>	" <u>12 1/2</u>		Sheer Strakes	Deck Beam Ditto
Keel	" <u>13</u>	" <u>14</u>		Plank Sheers	Ceiling 'twixt Decks
Kelsons	" <u>14 1/2</u>	" <u>16 1/2</u>		Water-Ways	Hold Beam Shelves
Deck Beam Spaces <u>2 ft. 9 in. to 5 ft. 10 in.</u>				Upper Deck	Deck Beam Ditto
Hold do <u>4 ft. 3 in. to 5 ft. 10 in.</u>				Lower Deck	Lower deck Spirketting
Size of Bolts in Fastenings.					
Heel-Knee, and Dead Wood abaft	<u>1 1/2</u>				Iron.
Scarp of Keel N°	<u>1/8</u>	Bolts thro' the Bilge and Foot Waling	<u>1/8</u>	Hold Beam	
Floor Timber Bolts	<u>1/8</u>	Butt End Bolts	<u>3/4</u>	Deck Beam	
Kelson ditto	<u>1/8</u>	Lower Pintle of the Rudder	<u>3/2</u>		
Transoms and throats of Hooks	<u>1/8</u>				
Arms of Hooks	<u>1/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 to 2 1/2 Inches. The Space between the Top-timbers is 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 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 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 Scarphs

The Main Kelson is composed of Morra and the False Kelson of American Oak

The Scarphs of the Kelsons are not less than 6 1/2 feet — inches.

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

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

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

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

The Wales and Black-strakes are of Morra Greenheart & Brit. Oak The Topsides of Greenheart & Brit. 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 ft. 6 in. 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 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, with stringer above & below beams. Nine pair diagonal & iron hanging knees; two pair with double side arms.

Deck Beams Iron lodging knees on Chocks, with stringer, twelve pair diagonal & iron hanging knees; one pair with double side arms.

Number of Breasthooks Seven 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 & Yellow Metal bolted through and clenched. Kelson bolts Yellow Metal, all through, & clenched on rings on main

General Quality of Workmanship good Four Transom knees.

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

Builder's Name —
 Surveyor's Name John R. Cumming



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,	270	Chain	1 9/16	3	Bowes,
2	Fore Top Sails,	75	Hempen Stream Cable	9	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser	6	2	Kedges,
1	Main Sails,	75	Towlines	4 1/2		
2	Main Top Sails,	60	Warp	1		
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 Gilly Boat and jig

The present state of the Windlass is Good Capstan Good and Rudder Good Four lead pumps new with Gladstones patent purchase

General Remarks—Statement and Date of Repairs.

Laid on in February; launched 2nd Nov. 1841. Surveyed at the three prescribed stages, and at other times specially, while Building; Frame all English and Welsh oak, of good quality, and well squared; Shifts of timber good; Built wholly in frame; Cross chocks, with Butted lips, and Timbers abaft, scarphed; Planking and Ceiling of good quality, well fayed and wrought, Shifted three between. Number of Beams, Spars, and fastenings, as described: She is Bidge, Butt, and footwale, Copper and Yellow Metal bolted, through and clenched on rings. Nelson bolts Yellow Metal, through each floor, and clenched on Rings, on Main Deck; Side arms of diagonal Iron hanging knees, to Hold Beams, run down to turn of Bidges, and are all through bolted, ^{with yellow metal, & clenched on rings. Carbart spakes ten inches, through bolts,} from side to side, into Keel breast, and clenched on Rings: She has two Iron pointers, and an Iron crutch aft, and the Wing and Rider transoms, are diagonally Iron knee to the sides: The Workmanship is generally good. She is well finished, and her stores and furnishings are complete, and of the best description.

If Sheathed, Doubled, Felted, or Coppered Filled from Males to Bidge & Yellow Metal When last done see paper below, to the Males, in Nov. 1841

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

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

Special£ 25 : 12 : ~

John P. ...

Committee's Minute 30th November 1841

Character assigned A 1 for 10 Ga

[Signature]

[Signature]

