

No. 1227 Survey held at Greenock Date 23<sup>d</sup> November 1841  
on the New Ship "Panthea" Master Rich<sup>d</sup>. Marmion  
Tonnage 511 nm. Built at Greenock When built 18<sup>th</sup> November 1841  
By whom built William Johnston Owners William Johnston  
Port belonging to Greenock Destined Voyage Glyde to Calcutta  
If Surveyed Afloat or in Dry Dock On Stocks

Length aloft	Feet. <u>116</u> <sup>Inches. <u>9</u>/<sub>10</sub></sup>	Extreme Breadth	Feet. <u>25</u> <sup>Inches. <u>3</u>/<sub>4</sub></sup>	Depth of Hold	Feet. <u>18</u> <sup>Inches. <u>9</u>/<sub>10</sub></sup>
<b>Scantlings of Timber.</b>					
Timber and Space	each <u>27</u>	Inches. <u>13</u>	Inches. <u>13</u>	Inches. <u>13</u>	Inches. <u>13</u>
Floors	sided <u>12 1/2</u>	Moulded	<u>13</u>		
1 <sup>st</sup> Foothooks	" <u>11</u>	"	<u>10</u>		
2 <sup>nd</sup> Ditto	" <u>10</u>	"	<u>9</u>		
3 <sup>rd</sup> Ditto	" <u>9</u>	"	<u>7 3/4</u>		
Top Timbers	" <u>8</u>	"	<u>7</u>	<u>5 1/2</u>	
Deck Beams .... N <sup>o</sup> . of <u>20</u>	" <u>10</u>	"	<u>9 1/2</u>	<u>7</u>	
Hold Beams .... N <sup>o</sup> . of <u>16</u>	" <u>12</u>	"	<u>12</u>	<u>9</u>	
Keel	" <u>13</u>	"	<u>14</u>	<u>~</u>	
Kelsons	" <u>13 1/2</u>	"	<u>14 1/2</u>	<u>14</u>	
<b>Thickness of Plank.</b>					
			<b>Outside.</b>	<b>Inside.</b>	
			Inches.	Inches.	
			Keel to Bilge	Foot Waling	<u>4</u>
			Bilge Planks	Bilge Planks	<u>5</u>
			Bilge to Wales	Ceiling in Flat	<u>3</u>
			Wales	Ditto Bilge to Clamp	<u>3</u>
			Topsides	Hold Beam Clamps	<u>4</u>
			Sheer Strakes	Deck Beam Ditto	<u>4</u>
			Plank Sheers	Ceiling 'twixt Decks	<u>3</u>
			Water-Ways	Hold Beam Shelves	<u>5.8</u> <u>13</u>
			Upper Deck	Deck Beam Ditto	<u>4.2</u> <u>13</u>
				Lower Deck Spunketting	<u>3 1/4</u>
				Upper do	<u>3</u>
				Iron.	Inches.
<b>Size of Bolts in Fastenings.</b>					
<b>Copper.</b>					
Inches.					
Heel-Knee, and Dead Wood abaft ... <u>1 1/4</u> <u>1 1/8</u>					
Scarphs of Keel .... N <sup>o</sup> . <u>7/8</u>					
Floor Timber Bolts					
Kelson ditto					
Transoms and throats of Hooks					
Arms of Hooks					
Bolts thro' the Bilge and Foot Waling					
Butt End Bolts					
Lower Pintle of the Rudder					
Hold Beam					
Deck Beam					
same in Iron above the Copper					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 to 4 Inches. The Space between the Top-timbers is 2 1/2 to 6 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 & Foreign 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. 2 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 1/3 to 1/4 of the entire moulding at that place. The Frame is well chocked with no Butt at each end of the chock. Crop Chocks, full Butts & Scarphs. The Main Kelson is composed of American Oak and the False Kelson of American Oak. The Scarphs of the Kelsons are not less than six feet six inches. The Deck and Hold Beams are composed of Foreign Oak.

**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 Elm. From the Light Water Mark to the Wales of Red Pine. The Wales and Black-strakes are of Quebec White Oak. The Topsides of Quebec White Oak. The Sheer-strakes and Plank-sheers of Foreign 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 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 Shree between

**Planking Inside.**—The Limber-strakes are composed of American Oak the Bilge Planks of American Oak. The Ceiling, Lower Hold, of Red Pine & Amer. Oak Between Decks of Red Pine. Shelf Pieces of American Oak Clamps of American Oak. **Fastenings.**—To Hold Beams Iron lodging knees on chocks with stringer above & below beams, 8 light pair of diagonal iron hanging knees. Deck Beams Iron lodging knees on chocks with stringer, 1 eleven pair of diagonal iron hanging knees. Number of Breasthooks five below & one above deck Pointers two pair 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. Footwaling iron bolted, not through. General Quality of Workmanship Good. Four Transom Nieces.

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

Builder's Name

Surveyor's Name

John B. Lumley

Lloyd's Register  
Foundation



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,	240	Chain .....	1 1/2	3	Bower's,
2	Fore Top Sails,	70	Hempen Stream Cable .....	8	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser .....	5	2	Kedges,
1	Main Sails,	80	Towlines .....	4 1/2		
2	Main Top Sails,	60	Warp .....	1		
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 Solly Boat & gig

The present state of the Windlass is Good Capstan Double Winch and Rudder Good  
with Bro & Sawer's patent purchase Good Two lead pumps good

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

Laid on in October 1840, and launched 18<sup>th</sup> November, 1841. Surveyed at the three prescribed periods, and at other times, specially. Frame all Welsh and English Oak, except four floors, of Foreign White White oak, all of good quality, and well squared. Built wholly in frame. Shifts of timber good. Cross chocks, full Butts and Scarphs. Planking & Ceiling of good quality, well wrought, and shifted three between. Beams of good Foreign White oak. Number, spaces, and fastenings, as describes. She has two pair of pointers, and an Iron Crutch aft. and the Wing and Rides transoms are diagonally Iron Knees to the afterbridge. Bilge and Butt copper bolted, through and clenched on rings. Foot waling Iron bolts, Nelson bolts into each floor, through and clenched on rings on main keel. She is well finished, and the Workmanship good, and her Stores and furnishings are complete, and of a good description.

Considerable Law expenses have been incurred in recovering the fee on this ship, which I have paid, and charged in my expense account.

If Sheathed, Doubled, Felted, or Coppered Coppered over paper to the Masts. When last done in Nov: 1841

I am of opinion this Vessel should be Classed "8 A1".

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

Special .....£ 21 : 8 : -

*Wm R. Guinness*

Committee's Minute 16<sup>th</sup> September 1841

Character assigned A 1 for S Sea  
*LB*



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