

No. 1465 Survey held at Greenock Date 13th March 1844
 on the Brig "Adam Smith" Master John White
 Tonnage 223 ^{old}/_{new} Built at Greenock When built 11th March 1844
 By whom built Murray & Clark Owners Ninian Lockhart & Sons
 Port belonging to Glasgow Destined Voyage Clyde to
 If Surveyed Afloat or in Dry Dock on Stocks

Length aloft	Feet. 87	Inches. 6/10	Extreme Breadth	Amidships..	Feet. 20	Inches. 0/10	Depth of Hold	Feet. 14	Inches. 5/10
Scantlings of Timber.				Thickness of Plank.					
Timber and Space.....	each	Inches. 18	Inches Middle 10	Inches Ends 10	Outside.	Inches. 2 1/2	Inside.	Inches. 3	
Floors.....	sided	8	Moulded		Keel to Bilge		Foot Waling		
1st Foothooks.....	"	7 1/2	"	8	Bilge Planks	4 1/2	Bilge Planks	4	
2nd Ditto.....	"	7	"	7	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2	
3rd Ditto.....	"	6 1/2	"	6	Wales	4 1/2	Ditto Bilge to Clamp	2 1/2	
Top Timbers	"	6 1/2	"	5 4 1/2	Topsides	2 1/2	Hold Beam Clamps	3 1/2	
Deck Beams N°. of 14	"	9	"	10 7	Sheer Strakes	3 1/2	Deck Beam Ditto.....	3 1/2	
Quarter Deck Beams.	"	7	"	9 6	Plank Sheers.....	2 1/2	Ceiling 'twixt Decks	2 1/2	
Hold Beams N°. of 10	"	10	"	10 7	Water-Ways	6	Hold Beam Shelves	5 x 10 1/2	
Keel	"	10	"	12 ~	Upper Deck	3	Deck Beam Ditto.....	4 x 15 1/2	
Kelsons	"	10	"	10 7			Lower deck Spirketting	3 1/2	
Deck Beam Spaces. 3 ft 4 in. to 4 ft 1 inch				Size of Bolts in Fastenings.					
Hold - do - as - 4 ft 6 in. to 7 ft 2 inches				Copper.					
Heel-Knee, and Dead Wood abaft	1 1/8	Inches. 1 1/8	Bolts thro' the Bilge and Foot Waling			3/4	Hold Beam	1	
Scarphs of Keel..... N°.	3/4		Butt End Bolts			5/8	Deck Beam	1/8	
Floor Timber Bolts	1		Lower Pintle of the Rudder			2 3/4	same in Iron above the Copper.....		
Kelson ditto	1						{ 1/8 x 3/4		
Transoms and throats of Hooks	1								
Arms of Hooks	7/8 x 3/4								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 to 3 Inches. The Space between the Top-timbers is 2 to 6 Inches. The Stem, Stern Post, are composed of African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British and African 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 6 in. to 3 ft 8 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 to 1 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 and Scarphs. The Main Kelson is composed of Greenheart & African Oak and the False Kelson of Morra The Scarphs of the Kelsons are not less than Six feet — inches. The Deck and Hold Beams are composed of Morra and Greenheart.

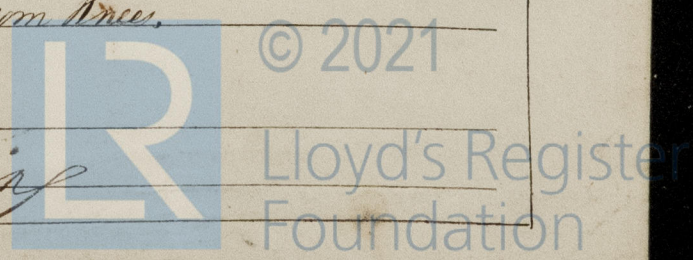
Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm From the first Foothook Heads to the Light Water Mark of Greenheart and British Oak From the Light Water Mark to the Wales of Greenheart and British Oak The Wales and Black-strakes are of African Oak, Morra & British Oak. The Topsides of African & British Oak & Morra The Sheer-strakes and Plank-sheers of Morra The Water-ways of Yellow 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 Shore between

Planking Inside.—The Limber-strakes are composed of Morra the Bilge Planks of Morra The Ceiling, Lower Hold, of Afr. & Brit. Oak, Greenheart & Morra Between Decks of Greenheart & British Oak Shelf Pieces of American Oak Clamps of African Oak and Greenheart

Fastenings.—To Hold Beams Iron lodging knees on cheeks, with stringer above & below Beams. Deck Beams Iron lodging knees on cheeks, with stringer, & eight pair of diagonal iron hanging knees. Number of Breasthooks four below & one above deck Pointers two iron aft Crutches one iron 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 & Yell. Metal bolted through and clenched. Footwaling iron boltes. 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 Wm B. Cunningham



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 1/2	3	Bower, S,
1	Fore Top Sails,	90	Hempen Stream Cable	7	1	Stream,
2	Fore Topmast Stay Sails,	90	Hawser	5 1/2	1	Kedge,
1	Main Sails,	90	Towlines	4 1/2		
2	Main Top Sails,	45	Warp <u>Stream chain</u>	3/4		
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 Solly Boat

The present state of the Windlass is Good Capstan double Winch and Rudder Good Two lead pumps good.
with patent purchase

General Remarks—Statement and Date of Repairs.

Laid on in January 1842. Launched 11th March 1844. 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. Built wholly in Frame. Shifts of timbers good. Cross chocks Butt lipped, full Butts not dovetailed, and Scarphs. Planking and ceiling of good quality, well wrought, and shifted three between. Number of Beams, fastenings and spars, as described. She has two iron pointers and an iron crutch aft. Bilge and Butt Yellow Metal and Copper bolts, through and clenched on rings. Nelson bolts Yellow Metal, through each floor, and clenched on rings on Main Keel. Foot walting iron bolter, into every timber. She is well finished, and her stores and furnishings are complete, and of a good description.

If Sheathed, Doubled, Felted, or Coppered Yellow Metal over paper to the Wakes, When last done in March 1844.

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

The Amount of the Fee.....£ 3 : 0 : 0 is received by me,

Special£ 11 : 0 : 0

Committee's Minute 29th March 1844

Character assigned A1 per 14 Jan



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Foundation