

No. 1728 Survey held at Glenoch Date 14th June 1845 Rec 29 June
 on the new Ship "Margaret McGown" Master Dunn McGown
 Tonnage 92 ^{old} 73 ^{new} Built at Glenoch When built 7th June 1845
 By whom built Robt. Auld & Co. Owners Dunn McGown
 Port belonging to Glenoch Destined Voyage Glyde Coaster
 If Surveyed Afloat or in Dry Dock on Stock

Length aloft	Feet. 62	Inches 3/10	Extreme Breadth <i>Amidships</i>	Feet. 16	Inches. 4/10	Depth of Hold	Feet. 8	Inches. 7/10	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space.....	each	18 4/19	Inches. Middle	Inches. Ends	Outside.		Inches.	Inside.	Inches.
Floors.....	sided	8	Moulded	9	Keel to Bilge	2 1/4	Foot Waling	2 3/4	
1 st Foothooks.....	"	7	"	7	Bilge Planks	3 1/2	Bilge Planks.....	3	
2 nd Ditto.....	"	6 1/2	"	6 1/2	Bilge to Wales.....	2 1/2	Ceiling in Flat	2 1/4	
3 rd Ditto.....	"	6	"	5 4/2	Wales	3 3/4	Ditto Bilge to Clamp	2 1/4	
Top Timbers	"	8	"	8 6 1/2	Topsides	2 1/4	Hold Beam Clamps	—	
Deck BeamsN°. of 13	"	11	"	11	Sheer Strakes	2 3/4	Deck Beam Ditto.....	3	
Hold BeamsN°. of	"	11	"	11	Plank Sheers.....	2 1/2	Ceiling 'twixt Decks	—	
Keel	"	11	"	11	Water-Ways.....	5	Hold Beam Shelves	—	
Kelsons	"	11	"	11	Upper Deck	2 1/2	Deck Beam Ditto.....	2 1/2	
			Size of Bolts in Fastenings.			<i>Deck Spirketting</i>			
Copper. Iron						Iron.			
Heel-Knee, and Dead Wood abaft	1/8 1/4	1	Copper.			Inches.	Inches.		
Scarp of Keel.....	N°. one length		Bolts thro' the Bilge and Foot Waling <i>Iron</i>			3/4	Hold Beam	—	
Floor Timber Bolts	3/8		Butt End Bolts			1/2	Deck Beam	3/4	
Kelson ditto	3/8		Lower Pintle of the Rudder			2			
Transoms and throats of Hooks	3/8						same in Iron above the Copper.....		
Arms of Hooks	3/4								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 1/2 Inches. The Space between the Frame is 3 1/2 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 1/2 to 3 3/4 inches 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 — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is all well squared. Every timber is close framed and bolted together. to gunwale N. B. If not, state how bolted. The Butts of the Timbers are — close together; their thickness not less than nothing of the entire moulding at that place. The Frame is well chocked with no Butt at each end of the chock. Crop chocks and full Butts. The Main Kelson is composed of American Oak and the False Kelson of —. The Scarphs of the Kelsons are not less than Seven 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 Elm. From the first Foothook Heads to the Light Water Mark of Red Pine & British Oak Woods. From the Light Water Mark to the Wales of Red Pine & British Oak Woods. The Wales and Black-strakes are of Quebec White Oak. The Topsides of Red Pine. The Sheer-strakes and Plank-sheers of British Oak & S. I. 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 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 and Between Decks of Red Pine. Shelf Pieces of — Clamps of American Oak.

Fastenings.—To Hold Beams. Deck Beams Double Lodging knees of British Oak and clamps. Number of Breasthooks four below deck Pointers — Crutches —. Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Footwaling Iron bolted through and clenched. General Quality of Workmanship very good Two transom knees.

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 .	
Fore Sails,	150		Chain	1 1/2	2	Bowers, 6, + 1 1/2 cwt.
Fore Top Sails,	75		Hempen Stream Cable	6	1	Stream, 3 cwt.
Fore Topmast Stay Sails,	75		Hawser	4	1	Kedge, 2 cwt.
Main Sails,	80		Towlines	3		
Main Top Sails,	45		Warp Stream chain	5/8		
and a complete suit of new sails			All of <u>Good</u> quality.			

Her Standing and Running Rigging all new sufficient in size and Good in quality.

She has one Long Boat and _____

The present state of the Windlass is Good ~~Copper~~ double Winch and Rudder Good
with patent purchase 3 Good one patent, + one common cast metal pump, good.

General Remarks—Statement and Date of Repairs.

Laid on in February and launched 7th June 1845. Surveyed at the three pre-scribed periods while building. Frame all Welsh and English oak, of good quality, and very well squared. Timbers all close framed, and shifts good. Cross cheeks, and full Butts. Planking and ceiling of good quality, well wrought, and shifts three between. Beams, spars, and fastenings as described, and the workmanship throughout good.

Deck Beam Spaces:—Hatch to first Beam, 3 ft. 6 in. + 1 ft. 11 in. + 2 ft. 3 in. + 3 ft. 4 in. + 3 ft. 10 in. + 3 ft. 4 in. + 5 ft. 6 in. to half Beam. + 5 ft. 6 in. at Main Hatch. + 4 ft. 6 in. + 3 ft. 9 in. + 3 ft. 3 in. + 4 ft. 6 in. + 2 ft. 11 in. + 2 ft. 10 in. to deck transom.

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done _____

I am of opinion this Vessel should be Classed "A"

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, John R. Curran
Special£ 0 : 0 : 0

Committee's Minute 24th June 1845

Character assigned 1st Class
[Signature]