

No. 1783 Survey held at Dumbarton Date 20th August Rec. 29 Aug 1845
 on the New Ship "Loubahda" Master J. F. Umfreville
 Tonnage 624 ^{old} 763 ^{new} Built at Dumbarton When built 4th August 1845
 By whom built Denny & Rankin Owners Matthew King and others
 Port belonging to Port Glasgow Destined Voyage Glasgow to Valcutta
 If Surveyed Afloat or in Dry Dock On Stock

| | | | | | |
|--|-------------------|--------------------------|----------------------------------|----------------------------|-------------------------------------|
| Length aloft | Feet. <u>137</u> | Breadth | Feet. <u>29</u> | Depth of Hold | Feet. <u>20</u> |
| Scantlings of Timber. | | | | | |
| Timber and Space..... each | Inches. <u>30</u> | Inches. Middle <u>14</u> | Inches. Ends <u>13</u> | Thickness of Plank. | |
| Floors..... sided | <u>14</u> | Moulded | <u>14</u> | Outside. | Inside. |
| 1 st Foothooks..... | <u>12</u> | " | <u>13</u> | Keel to Bilge | Foot Waling |
| 2 nd Ditto..... | <u>11</u> | " | <u>11½</u> | Bilge Planks | Bilge Planks |
| 3 rd Ditto..... | <u>10</u> | " | <u>9½</u> | Bilge to Wales | Ceiling in Flat |
| Top Timbers | <u>9</u> | " | <u>8</u> | Wales | Ditto Bilge to Clamp |
| Deck BeamsN°. of <u>25</u> | <u>10</u> | " | <u>10</u> | Topsides | Hold Beam Clamps <u>2</u> <u>4½</u> |
| Hold BeamsN°. of <u>24</u> | <u>14</u> | " | <u>14</u> | Sheer Strakes | Deck Beam Ditto..... |
| Keel | <u>14</u> | " | <u>14</u> | Plank Sheers..... | Ceiling 'twixt Decks |
| Kelsons | <u>14</u> | " | <u>14½</u> | Water-Ways | Hold Beam Shelves |
| | | | | Upper Deck | Deck Beam Ditto..... |
| Size of Bolts in Fastenings, distinguishing whether | | | | | |
| Copper or Iron. | | | Copper or Iron. | | |
| Heel-Knee, and Dead Wood abaft | <u>1¼</u> | <u>1½</u> | Bolts thro' the Bilge | <u>1½</u> | Hold Beam |
| Scarp of Keel.....N°. <u>6</u> | <u>1½</u> | <u>1½</u> | Butt End Bolts | <u>¾</u> | Deck Beam |
| Floor Timber Bolts | <u>1¼</u> | | Lower Pintle of the Rudder | <u>3¼</u> | |
| Kelson ditto | <u>1¼</u> | | | | |
| Transoms and throats of Hooks | <u>1¼</u> | | | | |
| Arms of Hooks | <u>1½</u> | <u>1</u> | | | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3ft 4 Inches. The Space between the Top-timbers is 2ft 6 Inches. The Stem, Stern Post, are composed of African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of African & British Oak and are free from all defects. The Floors and first Foothooks are composed of British & African Oak Timber. The other Foothooks and Top Timbers of British Oak. The Shifts of the first and second Foothooks are not less than 4ft 6 to 4ft 8 inches. 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 to 4 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 Norfolk & Greenheart and the False Kelson of American Oak. The Scarphs of the Kelsons are not less than Six feet inches. The Deck and Hold Beams are composed of African & British Oak, Norfolk and Greenheart.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Larch, Rock Elm. From the first Foothook Heads to the Light Water Mark of Pitch Pine and British Oak. From the Light Water Mark to the Wales of African and British Oak. The Wales and Black-strakes are of African & British Oak. The Topsides of Pitch Pine. 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 5ft 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 Free 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 Pitch Pine. Shelf Pieces of American Oak Clamps of American Oak. **Fastenings.**—To Hold Beams Iron lodging knees on chocks, with stringer above and below beams, and ten pair of diagonal iron hanging, & fifteen pair of diagonal iron standard knees. Deck Beams Iron lodging knees on the timbers, with stringer, and fifteen pair of diagonal iron hanging knees. Number of Breasthooks below, one above deck Pointers one pair of iron, aft Crutches one of 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 Yellow Metal bolted through and clenched. Footwaling bolts with iron, into every timber. General Quality of Workmanship Good Six 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 . | wt | lbs |
| 2 | Fore Sails, | 270 | Chain | 1 1/4 | 3 | Bower | 29 " 1 " 10 Iron Hooked |
| 2 | Fore Top Sails, | 120 | Hempen Stream Cable | 10 1/2 | 1 | Stream, | 28 " 3 " 2 1/2 Wood Hooked |
| 2 | Fore Topmast Stay Sails, | 85 | Hawser | 7 1/2 | 2 | Kedge, | 27 " 2 " 8 Iron Hooked |
| 1 | Main Sails, | 85 | Towlines | 5 1/2 | | | |
| 2 | Main Top Sails, | 80 | Warp Stream Chain | 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 1illy Boat and Cutter

The present state of the Windlass is Good Capstan Good and Rudder Good
with Patent Purchase Iron lead pumps Good.

General Remarks—Statement and Date of Repairs.

Laid on in April 1844. Launched 4th Aug. 1845. Surveyed at the three prescribed periods, and at other times specially, while building, by Mr Robertson, and myself. Frame English and Welsh oak, with a few African timbers, of good quality, and well squared. Shifts of timbers good. Built wholly in frame. Ends chocks butt lipped, full butts and scarps. Planking outside, and ceiling, of good quality, well wrought, and shifted three between. Number of beams, spars, and fastenings as described. A pair of iron pointers, and an iron crutch aft. Yellow metal through bolts, and clenched. Butt and bilge yellow metal bolts, and the out and in bolts, in side arms of iron knee riders to hold beams. Yellow metal bolts, all through, clenched on rings. She is very well fastened and finished, and her stores and furnishings are complete & of the best description.

Deck Beam Spaces: ^{fore hatch} Aft to first Beam, 4 feet + 3 ft. 4 in. + 3 ft. 2 in. + 4 ft. 10 in. + 4 ft. 10 in. + 5 ft. 4 in. + 4 ft. 9 in. + 4 ft. 6 in. + 4 ft. 7 in. + 4 ft. 10 in. + 4 ft. 5 in. + ^{main hatch} 7 feet + 4 ft. 10 in. + 4 ft. 9 in. + 4 ft. 9 in. + 4 ft. 9 in. + 4 ft. 10 in. + 4 ft. 10 in. + 4 ft. 9 in. + 4 ft. 9 in. + 4 ft. 7 in. + 4 ft. 4 in. + 4 ft. 7 in. + 4 ft. 9 in. + 2 ft. 5 in. to d^l transom

Kid Beam Spaces: ^{fore hatch} Aft to first Beam, 2 ft. 9 in. + 2 ft. 6 in. + 4 feet + 2 ft. 9 in. + 4 ft. 7 in. + 5 ft. 6 in. + 4 ft. 4 in. + 4 ft. 6 in. + 4 ft. 6 in. + 4 ft. 4 in. + 4 ft. 5 in. + ^{main hatch} 7 feet + 3 ft. 8 in. + 5 feet + ^{after hatch} 4 ft. 6 in. + 4 ft. 6 in. + 4 ft. 3 in. + 4 ft. 3 in. + 4 ft. 6 in. + 4 ft. 4 in. + 4 ft. 6 in. + 3 ft. 10 in. + 4 feet + 3 feet, to transom

Tables one course above, and yellow metalled over paper below, to the wales, and

If Sheathed, Doubled, Felted, or Coppered over the three lower wale strakes. When last done _____

I am of opinion this Vessel should be Classed "10 A 1."

The Amount of the Fee.....£ 5 : 0 : 0 is received by me, Wm. S. Dunning

Special£ 31 : 4 : 0

Certificate (if required)£ 0 : 10 : 0

Committee's Minute 29th Aug. 1845.

Character assigned A 1 per 10 tons

Certificate of classification requested.