

No. 2100 Survey held at Glasgow Date 11<sup>th</sup> September 1840  
 on the Barque "Nile" Master John McFarlane  
 Tonnage 379<sup>10</sup>/<sub>100</sub> Built at Glasgow When built Launched 14<sup>th</sup> August 1840  
 By whom built W<sup>m</sup> Wood Rowan & Co Owners Lewis Potter  
 Port belonging to Glasgow Destined Voyage Calcutta  
 If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. 116	Inches. 0	Extreme Breadth	Feet. 26	Inches. 11	Depth of Hold	Feet. 17	Inches. 3	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>						
Timber and Space	each	26		<b>Outside.</b>		Inches.	<b>Inside.</b>		
Floors	sided	12 1/2	Moulded	12 1/2	10 1/2	Keel to Bilge	3 1/4	Foot Waling	4
1 <sup>st</sup> Foothooks	"	11	"	11	9 1/2	Bilge Planks	4 1/2	Bilge Planks	5 Strakes
2 <sup>nd</sup> Ditto	"	9 1/2	"	9 1/2	8	Bilge to Wales	3 1/2	Ceiling in Flat	3
3 <sup>rd</sup> Ditto	"	8 1/2	"	8	7	Wales	5	Ditto Bilge to Clamp	3
Top Timbers	"	8 1/2	"	7	5	Topsides	3	Hold Beam Clamps	4
Deck Beams	N <sup>o</sup> . of 23	9	"	9	6	Sheer Strakes	2 Strakes	Deck Beam Ditto	4
Hold Beams	N <sup>o</sup> . of 16	12	"	12	10	Plank Sheers	3 1/2	Ceiling 'twixt Decks	2 3/4
Keel	"	12	"	13 1/2	-	Water-Ways	9	Hold Beam Shelves	7
Kelsons	"	13	"	14	-	Upper Deck	3	Deck Beam Ditto	6
<b>Yellow-Copper. Metal</b>			<b>Size of Bolts in Fastenings.</b>						
Heel-Knee, and Dead Wood abaft	1 3/16		<b>Yellow-Copper. Metal</b>			<b>Iron.</b>			
Scarphs of Keel	N <sup>o</sup> . 1 3/16		Bolts thro' the Bilge and Foot Waling	1 3/16	1 3/16	Hold Beam	1		
Floor Timber Bolts	1 3/16		Butt End Bolts	5/8		Deck Beam	7/8		
Kelson ditto	1 3/16		Lower Pintle of the Rudder	3					
Transoms and throats of Hooks	1 1/16	}				same in Iron above the Copper			
Arms of Hooks	1 1/16								

**Limbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Close Inches. The Space between the Top-timbers is 3 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 Oak Timber.

The other Foothooks and Top Timbers of British Oak

The Shifts of the first and second Foothooks are not less than 3 feet 7 inches N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 feet 7 inches, to 4 feet

The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared and free from sap

The alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is Cross choaked with a Butt at each end of the chock.

The Main Kelson is composed of Greenheart and the False Kelson of Quebec Oak

The Scarphs of the Kelsons are not less than 6 feet 6 inches.

The Deck and Hold Beams are composed of English Oak

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

From the first Foothook Heads to the Light Water Mark of Pitch Pine {2 Strakes, amidships, only  
Hoods Green Heart

From the Light Water Mark to the Wales of African Teak

The Wales and Black-strakes are of African Teak & Green Heart The Topsides of Pitch Pine

The Sheer-strakes and Plank-sheers of African Teak The Water-ways of Red Pine

The Decks of Yellow Pine State of very good

The Shifts of the Planking are not less than 5 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 3 Strakes between

**Planking Inside.**—The Limber-strakes are composed of Quebec White Oak the Bilge Planks of Quebec Oak

The Ceiling, Lower Hold, of Quebec White Oak Between Decks of Pitch Pine

Shelf Pieces of Quebec White Oak Clamps of Quebec White Oak

**Fastenings.**—To Hold Beams Shelf Piece, double iron staple lodging knees, 2 staple standards & 8 pair hanging knees

Deck Beams Shelf Piece, iron staple lodging knees to every beam, 12 pair iron diagonal hanging knees

Number of Breasthooks Five Pointers One Pair Crutches One

Butts End Bolts are of Yellow Metal 1 1/2 inch in the Bottom, and One Bolt in each Butt End through and clenched.

Bilge and Footwaling Y. Metal 1 1/2 bolted through and clenched.

General Quality of Workmanship Good

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 <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
2	Fore Sails,	240	Chain .....	1 1/2	3	Bowyer,	6. 2. lb. 6. 2. lb. 0. 2. lb.
2	Fore Top Sails,	60	Stream Chain 2 1/2 inch	1 3/8	1	Stream,	21" 2" 0" 20" 0" 0" 17" 2" 15"
2	Fore Topmast Stay Sails,	90	Hempen Stream Cable .....	8	2	Kedge,	7" 0" 0" 0" 0" 0" 0" 0" 0" 0"
1	Main Sails,	80	Hawser .....	6			3" 2" 0" 2" 3" 0" 0" 0" 0" 0"
2	Main Top Sails,	80	Towlines .....	5			
	and all other requisite sails	80	Warp .....	4 1/2			
			All of <u>good</u> quality.				

Her Standing and Running Rigging Complete sufficient in size and Good in quality.

She has One 21 feet Long Boat and One 19 feet Pinna ce & One 21 feet Gig

The present state of the Windlass is Good Capstan Good and Rudder well fitted and Good

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

This is a faithful Built, well finished vessel, all the materials of the best description; Frame and Planking well seasoned; Beams all Pillared with round Iron, connected to the Keelson and Beams  
Figure Head and raised Quarter deck  
Bottom sheathed with yellow Metal over paper to the 15 feet water line

Surveyed in accordance with the Rules, and specially by me during the progress while Building

She has no stern frame: the stern timbers run down to the after Cant frame; the Ceiling plank home to the post, and over the heels of stern timbers, with 4 Hooks or inner Transoms over the Ceiling bolted through and clenched.

Deck Beams spaced from Hock—<sup>ft in.</sup> 1" 4"—4" 3"—4" 2"—4" 1"—4" 0"—4" 7"—4" 1"—4" 1"—4" 0"—<sup>F. H</sup>  
—4" 0"—4" 1"—8" 4"—Half Beam—<sup>M. H</sup> 6" 6"—4" 0"—4" 3"—4" 3"—4" 3"—4" 3"—4" 5"—4" 5"—4" 3"—4" 3"—4" 6"—<sup>Mast</sup> N<sup>o</sup> 23  
Hold Beams—<sup>ft in.</sup> 4" 6"—7" 0"—6" 0"—8" 6"—4" 6"—8" 4"—4" 0"—8" 0"—6" 0"—4" 6"—8" 3"—4" 6"—6" 3"—<sup>F. H</sup>  
—4" 0"—4" 8"—5" 0"— N<sup>o</sup> 16.

If Sheathed, Doubled, Felted, or Coppered Yellow Metal over paper When last done August 1846

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

The Amount of the Fee.....£ 4 : 0 : 0 is received by me,

Special .....£ 20 : 0 : 0

Certificate " : 10 : 15<sup>th</sup> Sept 1846  
Committee's Minute

Character assigned A 1 for 10 years

Certificate of Class Requested



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