

No. 2899 Survey held at Greenock Date 20<sup>th</sup> February 1851  
on the new ship "Lagmouth Castle" Master Robert Nicol  
Tonnage 604 old 682 new Built at Greenock When built 5<sup>th</sup> February 1851  
By whom built John Scott & Sons Owners Duncan Thomson & Co.  
Port belonging to Glasgow Destined Voyage Obide to Calcutta  
If Surveyed Afloat or in Dry Dock on Stocks

Length aloft .....	Feet. <u>132</u> Inches.	Extreme Breadth <u>Amidships</u>	Feet. <u>28</u> Inches. <u>5/10</u>	Depth of Hold .....	Feet. <u>21</u> Inches. <u>1/10</u>	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>			
Room and Space .....	Inches. <u>28</u>	Inches. Middle <u>14</u> Inches. Ends <u>14</u>	<b>Outside.</b>			
Floors.....sided	<u>12</u>	Moulded <u>14</u>	Garbert Strakes.....	Inches. <u>8 1/2</u>	<b>Inside.</b>	
1 <sup>st</sup> Foothooks.....	" <u>11 1/2</u>	" <u>12</u>	Keel to Bilge .....	<u>4</u>	Limber Strakes .....	Inches. <u>4 1/2</u>
2 <sup>nd</sup> Ditto.....	" <u>10 1/2</u>	" <u>10</u>	Bilge Planks.....	<u>5 1/2</u>	Bilge Planks.....	<u>5</u>
3 <sup>rd</sup> Ditto.....	" <u>9 1/2</u>	" <u>8 1/2</u>	Bilge to Wales.....	<u>4 1/4</u> <u>4 1/2</u>	Ceiling in Flat .....	<u>3 1/4</u>
Top Timbers .....	" <u>9</u>	" <u>7 1/2</u> <u>6</u>	Wales .....	<u>5 1/2</u>	Ditto Bilge to Clamp .....	<u>3 1/4</u> <u>4 1/4</u>
Deck Beams N <sup>o</sup> <u>24</u> Average Space } .....	" <u>10 1/2</u>	" <u>10 1/2</u> <u>7</u>	Topsides .....	<u>3 1/2</u>	Hold Beam Clamps <u>Gun Strakes</u> .....	<u>4 3/4</u>
Hold Beams N <sup>o</sup> <u>22</u> Average Space } .....	" <u>14</u>	" <u>14</u> <u>10 1/2</u>	Sheer Strakes <u>Gun Strakes</u> .....	<u>4 1/4</u>	Deck Beam Ditto.....	<u>4</u>
Keel .....	" <u>14</u>	" <u>15 1/2</u> ~	Plank Sheers.....	<u>4 1/4</u>	Ceiling 'twixt Decks .....	<u>3</u>
Kelsons .....	" <u>15 1/4</u>	" <u>17 1/2</u> <u>6</u>	Water-Ways .....	<u>7</u>	Hold Beam Shelves .....	<u>6 1/2</u> <u>14</u>
			Upper Deck .....	<u>4</u>	Deck Beam Ditto.....	<u>5 1/2</u> <u>13 1/2</u>
			Lower Deck.....	<u>3</u>	Lower deck Spunketting.....	<u>4 1/2</u>

<b>Copper or Iron.</b>		<b>Size of Bolts in Fastenings, distinguishing whether</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft	Inches. <u>1 1/4</u>	Bolts thro' the Bilge and Limber Strakes	Inches. <u>1 1/2</u>	Hold Beam	<u>1 1/4</u> <u>91</u>
Scarpshs of Keel	N <sup>o</sup> <u>Eight</u> <u>3/8</u>	Butt End Bolts	<u>3/4</u>	Deck Beam	<u>1 1/2</u> <u>91</u>
Floor Timber Bolts	<u>1 1/4</u>	Lower Pintle of the Rudder	<u>3 1/2</u>		
Kelson ditto	<u>1 1/4</u>				
Transoms and throats of Hooks	<u>1 1/4</u>				
Arms of Hooks	<u>1 1/8</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 1/2 6 1/2 Inches. The Space between the Top-timbers is 3 1/2 6 Inches. The Stem, Stern Post, are composed of African 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 and African Oak

The Shifts of the first and second Foothooks are not less than 4 ft. 9 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 very 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 a third of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. Cops chocks, Butt lipped, Scarphs, & full butts dowelled.

The Main Kelson is composed of Greenheart & African Oak and the False Kelson of African Oak & Morra.

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

The Deck and Hold Beams are composed of African Oak, Mahogany, and British Oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Oak, to a third of the internal depth, including one stroke of Dubie Oak.

From the first Foothook Heads to the Light Water Mark of African Oak & Mahogany.

From the Light Water Mark to the Wales of African Oak and Mahogany

The Wales and Black-strakes are of African Oak & Greenheart The Topsides of Mahogany

The Sheer-strakes and Plank-sheers of African Oak The Water-ways of Mahogany

The Decks of Dubie Yellow Pine and Santal Pine. State of New

The Shifts of the Planking are not less than 5 ft. 6 in. 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 African Oak the Bilge Planks of Greenheart & Afr. Oak.

The Ceiling, Lower Hold, of Mahogany, Greenheart & Afr. Oak. Between Decks of Mahogany

Shelf Pieces of Mahogany Clamps of Mahogany and Greenheart

**Fastenings.**—To Hold Beams Iron bedding knees on the frame, Stringers above, and two strakes of

clamps below ditto, and seven pair of diagonal iron hanging knees.

Deck Beams Iron bedding knees on the frame, Shelf piece, and fourteen pair of diagonal iron hanging knees.

Number of Breasthooks seven below & one above deck Pointers one pair of 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 Limber Strakes Yellow Metal bolted through and clenched. Treennails of Brit. & Afr. Oak & Locust, Engine turned.

General Quality of Workmanship very good. Three pair of transom knees

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

Builder's Signature \_\_\_\_\_ Surveyor's Signature John P. Currie



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> .	Cwt	qrs	lbs
2	Fore Sails,	270	Chain .....	1 1/2	3	Bower,	30	2 - 23
2	Fore Top Sails,	90	Hempen Stream Cable .....	9 1/2	1	Stream,	29	2 - 24
2	Fore Topmast Stay Sails,	90	Hawser .....	8	1	Kedge,	25	3 - 2
1	Main Sails,	90	Towlines .....	5			9	1 - 8
2	Main Top Sails,	60	Warp <del>Stream Chain</del> .....	1			2	1 - 0
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 Cutter and Gig

The present state of the Windlas is Good. 2 Capstans Double Winch and Rudder Good Pumps Four bar, good

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

Laid on in December 1849, Launched 5<sup>th</sup> February 1851. Surveyed specially while building. Frame, Welsh and English oak, with the exception of a few of the timbers of African oak, all of good quality, and very well squared. Built wholly in frame, and the frames close to lower futtock heads, with floor and half floor, or double floors. Shifts of floor in square body, eleven and a half feet, other shifts good. Cross checks built up, full butts dowelled, and some timbers scarphed. Planking and ceiling of good quality, well wrought, and shifted three between. Garboard strakes eight and a half inches, Elm, bolted through keel breast, from side to side, in the use of Elm in the bottom restricted to a height from the lower part of Main keel, to one third of the internal depth of Hold, measured amidships from top of timber strakes to the top of the upper deck beams. Number of Beams, spaces, and mode of fastenings as described. Butts and timber strakes through Yellow Metal bolted, and clenched on rings; the latter through every floor. Thick plank inside, wrought over the joints of double floors, and lower, and second futtock heads, all through bolted with Yellow Metal, and clenched; and the whole of the outside fastenings including the flath of the upper deck, are of Yellow Metal, to the entire exclusion of Iron bolts. A pair of iron pointers, and an iron Crutch abaft. The workmanship throughout, is very good; and her stores and furnishings are complete, and of the best description.

Certificate of Chains and Anchors, herewith.

Deck Beam Spaces, Aft to first beam, 2 ft. 3 in. + 4 ft. 2 in. + 4 ft. 6 in. + 4 ft. 9 in. + 4 ft. 7 in. + 4 ft. 6 in. + 4 ft. 6 in. + 4 ft. 8 in. + 4 ft. 8 in. + 4 ft. 8 in. + 4 ft. 8 in. + 7 ft. 4 in. Main hatch. + 5 ft. 5 in. + 4 feet. + 4 ft. 6 in. + 4 feet. + 4 feet. + 4 feet. + 4 ft. 3 in. + 4 ft. 5 in. + 4 ft. 6 in. + 4 ft. 5 in. + 4 ft. 6 in. + 3 feet to Transom.

Hold Beam Spaces, Aft to first beam 5 feet. + 4 ft. 6 in. + 4 ft. 7 in. + 4 ft. 6 in. + 4 ft. 5 in. + 4 ft. 6 in. + 4 ft. 7 in. + 4 ft. 6 in. + 4 ft. 6 in. + 4 ft. 6 in. + 7 ft. 4 in. Main hatch. + 5 feet. + 4 ft. 2 in. + 4 ft. 6 in. + 3 ft. 11 in. + 3 ft. 11 in. + 3 ft. 11 in. + 4 ft. 1 in. + 4 ft. 3 in. + 4 ft. 4 in. + 4 ft. 3 in. + 2 ft. 8 in. to Transom.

Yellow Metalled over paper to the wales,

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

I am of opinion this Vessel should be Classed "BA1"

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

Order No. 3. Special .....£ 30: 4: "

Certificate (if required) .....£ " : " : "

Committee's Minute 4<sup>th</sup> March 1851

Character assigned A 1 in 13 Gra

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