

No. 21231 Survey held at Aberdeen Date 14 April 1848  
on the Ship John Bunyan Master J. Thomson  
Tonnage 466 Built at Aberdeen When built Launched 26 March 1848  
By whom built W. Hood & Co Owners G. Thompson Junr  
Port belonging to Aberdeen Destined Voyage Haslepool & Singapore  
If Surveyed Afloat or in Dry Dock While building

Length aloft 13<sup>3</sup>/<sub>10</sub> Feet. Inches. Extreme Breadth 25 Feet. Inches. Depth of Hold 18<sup>3</sup>/<sub>10</sub> Feet. Inches.

#### Scantlings of Timber.

Room and Space	Feet. Inches.	Feet. Inches.	Feet. Inches.	Feet. Inches.
Floors	13 <sup>3</sup> / <sub>10</sub>	14	11	
1 <sup>st</sup> Foothooks	12 <sup>2</sup> / <sub>10</sub>			
2 <sup>nd</sup> Ditto	11 <sup>2</sup> / <sub>10</sub>			
3 <sup>rd</sup> Ditto	9 <sup>2</sup> / <sub>10</sub>			
Top Timbers	8 <sup>2</sup> / <sub>10</sub>			
Deck Beams N <sup>o</sup> 21	10 <sup>1</sup> / <sub>10</sub>			
Hold Beams N <sup>o</sup> 20	12 <sup>2</sup> / <sub>10</sub>			
Keel	13			
Kelsons	13			

#### Thickness of Plank.

Outside	Inside
Keel to Bilge	12 <sup>8</sup> / <sub>10</sub>
Bilge Planks	12 <sup>8</sup> / <sub>10</sub>
Bilge to Wales	12 <sup>8</sup> / <sub>10</sub>
Wales	12 <sup>8</sup> / <sub>10</sub>
Topsides	12 <sup>8</sup> / <sub>10</sub>
Sheer Strakes	12 <sup>8</sup> / <sub>10</sub>
Plank Sheers	12 <sup>8</sup> / <sub>10</sub>
Water-Ways	12 <sup>8</sup> / <sub>10</sub>
Upper Deck	12 <sup>8</sup> / <sub>10</sub>

#### Size of Bolts in Fastenings, distinguishing whether

Copper or Iron.	Copper or Iron.	Iron.
Heel-Knee, and Dead Wood abaft	1 <sup>1</sup> / <sub>2</sub>	
Scarp of Keel	1 <sup>1</sup> / <sub>2</sub>	
Floor Timber Bolts	1 <sup>1</sup> / <sub>2</sub>	
Kelson ditto	1 <sup>1</sup> / <sub>2</sub>	
Transoms and throats of Hooks	1 <sup>1</sup> / <sub>2</sub>	
Arms of Hooks	1 <sup>1</sup> / <sub>2</sub>	
Bolts thro' the Bilge and Limber Strakes	1 <sup>1</sup> / <sub>2</sub>	
Butt End Bolts	1 <sup>1</sup> / <sub>2</sub>	
Lower Pintle of the Rudder	1 <sup>1</sup> / <sub>2</sub>	
Hold Beam	1 <sup>1</sup> / <sub>2</sub>	
Deck Beam	1 <sup>1</sup> / <sub>2</sub>	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 Inches. The Space between the Top-timbers is 3 to 6 Inches. The Stem, Stern Post, are composed of British Oak and are free from all defects. Knight Heads, Hawse Timbers, of British Oak

The Floors and first Foothooks are composed of Stettin & English Oak Timber.

The other Foothooks and Top Timbers of British Oak

The Shifts of the first and second Foothooks are not less than 4 ft. 6 in. to 4 ft. 6 in. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 ft. 6 in. to 5 ft. 6 in.

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

The alternate Frames are each bolted together. to Gunwall N. B. If not, state how bolted.

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

The Frame is cross chocked with a Butt at each end of the chock.

The Main Kelson is composed of American Oak and the False Kelson of American Oak

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

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 American elm

From the first Foothook Heads to the Light Water Mark of Stettin Oak

From the Light Water Mark to the Wales of Stettin

The Wales and Black-strakes are of Teak & Brit<sup>h</sup> Oak The Topsides of Teak & British Oak

The Sheer-strakes and Plank-sheers of Brit<sup>h</sup> Oak & Teak The Water-ways of British Oak

The Decks of Quebec Yellow Pine State of Select & Good

The Shifts of the Planking are not less than 5 Feet 3 up 5 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 Stettin & Am<sup>erican</sup> Oak

The Ceiling, Lower Hold, of Am<sup>erican</sup> & Stettin Oak Between Decks of British Oak

Shelf Pieces of Danzig Oak Clamps of Stettin Oak

**Fastenings.**—To Hold Beams Iron Staple Lodging Nails throughout two in bolts down the beam

& shelf, also 10 pair Diagonal Iron Nails carried down to fasten with two bolts in floor

Deck Beams Double Lodging Nails of Brit<sup>h</sup> Oak throughout two in bolts down the

Waterways beam & shelf 11 pair diagonal Iron Nails 6 ft in side arms

Number of Breasthooks 8 Iron 1 Brit<sup>h</sup> Oak Pointers 6 pair with the Iron Crutches One found as pointers

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

Bilge and Limber Strakes as per Rule bolted through and clenched. Treennails of Brit<sup>h</sup> Oak Sapadilla

General Quality of Workmanship Very Good

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

Builder's Signature Walter Hood & Co Surveyor's Signature Thomas Alexander



Her Masts, Yards, &c. are in Good condition, and sufficient in size and length.

1231. ABN.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	cut gr lb	cut
3	Fore Sails, N <sup>o</sup> 1	240	Chain .....	1 1/2	3	Bower, 18 1 0	Porters 1 Can 20
2	Fore Top Sails, N <sup>o</sup> 2	60	Hempen Stream Cable .....	7/8 6	1	Stream, 6 2 21	Patent
2	Fore Topmast Stay Sails, N <sup>o</sup> 1	90	Hawser .....	9'	2	Kedges, 3 2 10 & 1 3 24	
1	Main Sails, N <sup>o</sup> 3		Towlines .....				
1	Main Top Sails, N <sup>o</sup> 2	90	Warp .....	6 5/4			
and all other requisite sails		90	All of <u>Good</u> quality.				

Her Standing and Running Rigging is complete sufficient in size and superior in quality.

She has One 22 ft Long Boat and 3 other boats

The present state of the Windlass is Good Capstan Good and Rudder Good  
with patent Purchase

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

This is a highly creditable vessel either as regards workmanship or materials or design has the projecting bow carried to a moderate extent with full length figure head raised Quarter deck about 3 ft in height run over Main deck for the space of one beam.

Stern Timbers are run down & abutt against after cant frame Beam or Hook as enumerated carried across the above & bolted to post with Iron Knives at ends - Outside Plank run up upon the Stern timbers & fastened thereto - & also three Breasthook

Quarter deck beams bound with double Lodging Knives of Brit<sup>h</sup> Oak - & the sides of Quarter deck with 2 in Brit<sup>h</sup> oak plank Lower Hold diagonal Knives fastened with Copper underneath metal Sheathing Knives being carried down & bolted to floorheads

Chains certified to have been carefully proved to 40 Tons each & marked agreeable thereto & to Rule Section 73 - Surveyed specially at the regular periods & during the progress of building

If Sheathed, Doubled, Felted, or Coppered Sheathed with Yel<sup>l</sup> Metal When last done 1848  
24. 26 & 28 on plain over bottom up to 14 ft for 7 14 ft 6 aft

I am of opinion this Vessel should be Classed A 1

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

Thomas Alexander

Special .....£ 18 : 6 : 0

Certificate (if required) .....£ 23 : 6 : 0

Committee's Minute 22<sup>nd</sup> April 1848

Character assigned A 1 in 1<sup>st</sup> class



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