

298 Survey held at Belfast Date 30 Sept 18 39 298
 Name Brig James Duncan Master William Dillib
 Tonnage 241 ^{208-28 1/4 old} Built at Belfast When built Sept 1839
 by whom built Charles Connell & Co Owners Charles Connell & Co
 belonging to Belfast Destined Voyage Sumatra
 Surveyed Afloat or in Dry Dock on the stocks at 2 different stages & every week

Length aloft.....	Feet. 32	Inches. 8	Extreme Breadth	Feet. 21	Inches. 4	Depth of Hold	Feet. 15	Inches. 3
Scantlings of Timber.				Thickness of Plank.				
Timber and Space.....	each	22		Outside.	Inches.	Inside.	Inches.	
Floors.....	sided	10	Moulded	Keel to Bilge	2 1/2	Foot Waling.....		
1 st Foothooks.....	"	9	"	Bilge Planks	4	Bilge Planks	3 1/2	
2 nd Ditto.....	"	7 1/4	"	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2	
3 rd Ditto.....	"	7 1/2	"	Wales	5	Ditto Bilge to Clamp	2 1/2	
Top Timbers	"	7 1/2	"	Topsides	2 1/2	Hold Beam Clamps	3 1/2	
Deck Beams	Number of	10	"	Sheer Strakes	3 1/2	Deck Beam Ditto.....	3 1/2	
Hold Beams	D ^o D ^o	10	"	Plank Sheers.....	3	Ceiling 'twixt Decks	3 1/2	
Keel	"	12	"	Water-ways	8 1/2	Hold Beam Shelves	5 1/2	
Kelsons	"	12	"	Upper Deck	2 3/4	Deck Beam ditto		

Copper.		Inches.	Copper.		Inches.	Iron.		Inches.
Heel-Knee, and Dead Wood abaft.....	Copper	1 1/4	Bolts thro' the Bilge and Foot Waling.....	Copper	3/4	Hold Beam.....	Iron	1 1/8
Scarphs of Keel.....	Copper	N ^o 8	Butt End Bolts			Deck Beam		1 1/2
Floor Timber Bolts.....	Copper	1	Lower Pintle of the Rudder	3				
Kelson ditto.....	Do	1 1/4						
Transoms and throats of Hooks.....	Do below	1 1/4						
Arms of Hooks		7/8						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 3 1/4 Inches. — The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English oak and are quite free from all defects.
 Her Floors and first Foothooks are composed of English oak Timber.
 Her other Foothooks and Top Timbers of English oak
 Her Shifts of the first and second Foothooks are not less than 3 1/2 & 4 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 4 ft 6 in
 The Frame is all squared from the first Foothook Heads upwards, and are free from sap, and from thence downwards, the frame is Do

The alternate Frames are all bolted together.
 The Butts of the Timbers are all close together; their thickness not less than one third of the entire moulding at that place.

The Frame is all chocked with no Butt at each end of the chock.
 The Main Kelson is composed of Quebec oak and the False Kelson of Quebec oak

The Scarphs of the Kelsons are not less than 6 feet inches.
 The Deck and Hold Beams are composed of all English but two, which are Statton oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Elm
 From the first Foothook Heads to the Light Water Mark of Quebec oak
 From the Light Water Mark to the Wales of 3 Strakes under the beam, English oak from that
 The Wales and Black-strakes are of English & African oak
 The Topsides of English & African oak
 The Sheer-strakes of English & African oak
 The Gunwales of English oak Water-ways of Red Pine
 The Shifts of the Planking are not less than 6 1/2 Feet Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought one & two between.
Planking Inside.—The Clamps are composed of Quebec oak the Stringers of Quebec oak
 The Bilge Planks of Quebec oak and the remainder of the Ceiling of Statton oak
 into the stringer with a piece of oak let in between the beams, under the iron bands, Coped

Fastenings.—To Hold Beams Iron Keel with a stringer under the beam, Coped to the stringer
 Deck Beams Iron Keel with a stringer under the beam, Coped to the stringer
 Number of Breasthooks 5 put in with pointers None Crutches
 Butts End Bolts are of Copper in the bottom in the Bottom, and every Bolt in each Butt End through and clenched.

Bilge and Footwaling in every foot bolted through and clenched.
 General Quality of Workmanship very good

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

Builder's Name Charles Connell & Co
 Surveyor's Name George W. Hibberd

Her Masts, Yards, &c. are in Good condition, and sufficient in size and length. Main mast 56+16 foremast
red Pine Bow 32 feet 15 1/4 in the

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
/	Fore Sails,	180	Chain	1 1/8	3	Bower, 10 Cwt 10 Cwt 4 1/2 - 10.3.1
/	Fore Top Sails,	85	Hempen Stream Cable.....	1 1/2	1	Stream,
/	Fore Topmast Stay Sails,	85	Hawser	5 1/2	2	Kedge,
/	Main Sails,	85	Towlines	4 1/2		All of proper weight.
/	Main Top Sails,		Warp			
	and <u>well found in small sails</u>		All of <u>Good</u> quality.			

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

She has one Long Boat and Stern

The present state of the Windlass is Good ^{Paul} Capstan and Rudder Good

General Remarks—Statement and Date of Repairs.

This vessel was surveyed by me at three different times, when the frame was up, when planked and when finished, she is a well finished vessel, has got a short Poop, two feet high, 15 feet long and a Man Figure head, her main transoms are high, even with her main deck, has no beam over the keel of stern timber, having little room to put it in, is well bolted and fastened in all other parts, the Owner intends her for the Straits & Baltic trade, when she comes back from Limerick they intend coppering her and putting an iron cutbeaft along the keel of the after-keel, has got iron knees to her main transoms is well found in all her stores and well finished, her treenails English oak,

If Sheathed, Doubled, or Felted, Single bottom
and Date when last done

And Sam of opinion this Vessel should be Classed AI for 9 years

The Amount of the Fee.....£ 3 : 3 : 0 is received by me, George M Tibben Surveyor

Committee Minute 11 Oct. 1839

Character assigned A 1 8 Years
HS all



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