

No. 3688 Survey held at Bristol Date 17 January 1864
on the Ship John Stanton Junr Master Isaac Johns
Tonnage Old 81 Built at Portland, Maine When built 1848 Launched 1848
New 124 100 United States. Owners George Stanton
By whom built
Port belonging to London Destined Voyage Bristol to Shanghai
If Surveyed while Building, Afloat, or in Dry Dock dry dock

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	Sided.	Moulded.	Sided.	Moulded.		Sided.	Moulded.	Sided.	Moulded.		Sided.	Moulded.	Sided.	Moulded.
141.					31.					21				
Scantlings of Timber.														
Timber and Space														
Floors	24													
1 st Foothooks	10 11	14												
2 nd Ditto	9 10													
3 rd Ditto	9 8													
Top Timbers	9 8	6 4												
Deck Beams	N ^o 20	Average Space 5 1/2												
Deck Beams, length amidships	29 1/2													
Hold Beams	N ^o 18	Average Space 5 1/2												
Hold Beams, length amidships	29 1/2													
Keel	15 1/2													
Scarp of Ditto	7 1/2													
Keelsons	15 1/2													
Scarp of Ditto	6 1/2													

Outside.		Inside.	
In Ship.	Required per Rule.	In Ship.	Required per Rule.
Garboard Strakes	5 1/2	Limber Strakes	9
Garboard to Bilge	3 1/2	Bilge Planks	6
Bilge Planks	4	Ceiling in Flat	5
Bilge to Wales	4 1/2	Ditto Bilge to Clamp	6
Wales	5 1/2	Hold Beam Clamps	2 1/2
Topsides	4	Deck Beam Ditto	5 1/2
Sheer Strakes	4	Ceiling 'twixt Decks	5 1/2
Plank Sheers	5	Hold Beam Shelves	—
Water-Ways	13 1/4	Deck Beam Ditto	—
Ditto, faying surface against Timbers	not		
Upper Deck	8 1/4		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

Copper		Iron	
Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
Heel-Knee, and Deadwood abaft	1 1/2	Hold Beam Bolts in	1 1/2
Scarp of Keel	1 1/2	Knees	1 1/2
Keelson Bolts through Keel at each Floor	1 1/2	Shelf or Clamp	1 1/2
Bolts through Heels of Timbers against Deadwood	1 1/2	Waterway	1 1/2
		Knees	1 1/2
		Shelf or Clamp	1 1/2
		Nails or Bolts in Flat of Deck	1 1/2
		Treenails	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 26 1/2 Inches. The Space between the Top-Timbers is 34 1/2 Inches.

The Floors consist of Am Oak The First Foothooks of Am Oak

The Second Foothooks of Am Oak The Third Foothooks and Top Timbers of Am Oak

The Shifts of the First and Second Foothooks are not less than seen N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are not seen

The Frame is well squared from the First Foothook Heads upwards, and generally free from sap, and from thence downwards, the frame is squared where seen

The alternate Frames are not bolted together to the Gunwale. N. B. If not, state how bolted.

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

The Frame is not chocked with — Butt at each end of the chock. The Main piece of Rudder is Am Oak

The Main Keelson is Am Oak and — free from all defects. The Main piece of Windlass is Am Oak

The Stem, and Stern Post, consist of Am Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of Am Oak Deadwood, of not seen and are — free from all defects.

The Deck and Hold Beams consist of Pitch Pine The Breasthooks of Am Oak The Knees of Hackmatack

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Am Oak & Pitch Pine

From the above named Height to the Light Water Mark Am Oak & Pitch Pine

From the Light Water Mark to the Wales Am Oak & Pitch Pine

The Wales and Black-strakes are Am Oak The Topsides Pitch Pine

The Sheer-strakes and Plank-sheers Am Oak The Water-ways { Upper Deck Yellow Pine

The Decks Yellow Pine Lower Deck Red Pine

The Shifts of the Planking are not less than 4 1/2 Feet and few studs about 3 feet State of good

or partial, and if partial, in what part of the Ship. N. B. If less than prescribed by the Rule, state whether general

The Planking is wrought 2, 3 & 4 between, and without step-buttings see Remarks

Planking Inside.—The Limber-strakes and Bilge-strakes are Pitch Pine, some Am Oak at ends

The Ceiling, Lower Hold, and between Decks Pitch Pine & Am Oak Shelf Pieces and Clamps Pitch Pine & Am Oak

Fastenings.—To Hold Beams Hanging Nails to each Beam, and double lodging

Nails in each space

Deck Beams Hanging Nails to each Beam and double lodging

Nails in each space

Number of Breasthooks 0 Pointers one pair Crutches two below Hold Beams

Butts End Bolts are of copper in the Bottom, and one Bolt in each Butt End one through and clenched.

Bilge and Limber Strakes copper bolted through and clenched. Treenails of Am Oak & Locust How Made turned

Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature Thomas Congdon Surveyor's Signature Henry Haynes

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 .	Weight.
<u>two</u>	Fore Sails,	Chain	90 12	Bower,	3 35.1.22
<u>four</u>	Fore Top Sails,	Hempen Stream Cable	210 12 1/2		27.0.0
<u>four</u>	Fore Topmast Stay Sails,	Hawser	120 9	Stream,	25.0.0
<u>four</u>	Main Sails,	Towlines	90 8		10.0.0
<u>four</u>	Main Top Sails,	Warp	75 8	Kedge,	2 5.0.0
		All of <u>good</u> quality.			2.2.12

Her Standing and Running Rigging Hemp sufficient in size and good in quality.

She has one Long Boat and two other good Boats

The present state of the Windlass one Capstan one Rudder good Pumps two cast metal

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed

2nd. When the Beams are put in, &c.

3rd. When completed, and before the plank be painted or payed

Surveyed in accordance with Sect 57 and Special Clause
Surveyed as per Sect 60 (second clause)

This vessel has had Y. M. stripped off. Outside plank shubbed bright from keel to upper part of Wale, and from thence to gunwale, including Plank Sheer & Waterway scraped bright, and surveyed in accordance with Sect 57 & Sect 60 (second clause). Strake of topsides removed all fore and aft both sides, plank out of each buttock, and every timber found good. Listing cut out all fore and aft each side at Bidge the timbers there, and at all the Air openings found good. Strake of deck next Waterway each side removed and Beams found good. Windlass (full size, not lined) found good. Bolts and treenails driven out as per Rule and found good, but the latter roughly made, and not many going through. The frame appears entirely of new Oak, and although lighter than the Rules, and much closer than its requirements. The Outside planking generally equal to Rules, and the inside planking much in excess. The bolts are smaller in some parts than the Rules, but they are far more numerous. The planking above Hold Beams all through bolted and clenched with Iron bolts. The sheathing of outside planking at ends of the ship in some instances vary from 3 to 5 feet and occasionally stepped; ample compensation will be found for this in the Riders hereafter named. There are 4 strakes of thick stuff worked each side over the Heads of timbers about 1 Bidge and through Copper bolted. The Middle line bolts are Copper & Y. Metal to height of Wale.

Repairs now done, and principally on account of damage received. — Three pairs of Iron Riders introduced, which together with those previously in the ship, make one pair in each beam space, extending from Hold Beam Clamp to floors bolted through and clenched with Y. Metal 1 1/2. One Hold Beam scraped with Red Pine. Changing Rues to Hold Beams 1/2 side & 1 Port side new Oak & Hackmatack. Iron Crutch fitted into pointers aft. Additional bolts driven through Hooks below Hold Beams Y. M. 1 1/2. Pair of pointers aft in twist decks and pair of Hanging Rues to after deck Beam bolted through and clenched with Iron 1 1/2. 3 Lodging and 3 Hanging Rues to deck Beams new Oak & Hackmatack. Iron Hook in twist decks bolted through and clenched with Iron 1 1/2 & 1/4. Lower deck Waterway bolted through and clenched fore and aft both sides Iron bolts. Strake of topsides, two plank in Wale, and one in buttock on each side new Red Pine. Retreenailed from upper part of Wale to lower part of Bidge both sides, and from turn of bow aft side of fore rigging, and from thence right aft and forward every alternate treenail got out and renewed from top of Wale to lower part of Bidge. Every Oak 1 1/2 & 1 1/4 Caulked from keel to gunwale. Y. Metal one felt from keel to lower part of Wale. She is now in good condition and fit for the service of dry and perishable Cargoes bound from all parts of the World. Boon Anchor now supplied 55.1.22 tested to 33 tons. 210 fms 1 1/2 Chain supplied tested to 44 tons. Certificate produced.

The "John Stanton" is a very sound ship. Rules, Sect 57 & 60 (second clause) have been carried out and she is of opinion she may be classed A. S. S. 64 1st 5 years

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered Y. Metal one felt When last done January 1854

I am of opinion this Vessel should be Classed A. S. S. 64 1st 5 years

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

Special£10 : 10 :

Certificate.....£10 : 10 :

Committee's Minute 24 January 1864

Character assigned A. S. S. 64 1st 5 years

Thomas Congdon
Kersey Haynes