

No. 763 Survey held at Dumbarton Date 20th Feb 1859  
on the Mr James Brown Master Matthew Wilson  
Tonnage 210.5 m Built at Dumbarton When built 18th Feb 1859  
By whom built James Brown & Co Owners  
Port belonging to Glasgow Destined Voyage Export to St Thomas  
If Surveyed Afloat or in Dry Dock in Dock

Length aloft.....	Feet. <u>40</u> Inches. <u>7 1/2</u>	Extreme Breadth.....	Feet. <u>20</u> Inches. <u>11 1/2</u>	Depth of Hold.....	Feet. <u>13</u> Inches. <u>7 1/2</u>	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>			
Timber and Space..... each	Inches. <u>11</u>	Inches. Middle <u>9</u> Inches. Ends <u>8 1/2</u>	<b>Outside.</b>	Inches. <u>2 1/2</u>	<b>Inside.</b>	Inches. <u>2 1/2</u>
Floors..... sided	<u>9</u>	Moulded <u>9</u>	Keel to Bilge.....	<u>2 1/2</u>	Foot Waling.....	<u>2 1/2</u>
1st Foothooks.....	<u>12</u>	" <u>8 1/2</u>	Bilge Planks.....	<u>2 1/2</u>	Bilge Planks.....	<u>2 1/2</u>
2nd Ditto.....	<u>12</u>	" <u>8 1/2</u>	Bilge to Wales.....	<u>2 1/2</u>	Ceiling in Flat.....	<u>2 1/2</u>
3rd Ditto.....	<u>12</u>	" <u>8 1/2</u>	Wales.....	<u>4</u>	Ditto Bilge to Clamp.....	<u>2 1/2</u>
Top Timbers.....	<u>8</u>	" <u>8 1/2</u>	Topsides.....	<u>2 1/2</u>	Hold Beam Clamps.....	<u>3</u>
Deck Beams..... Number of <u>12</u>	<u>8</u>	" <u>8 1/2</u>	Sheer Strakes.....	<u>2 1/2</u>	Deck Beam Ditto.....	<u>3</u>
Hold Beams..... Do. <u>12</u>	<u>8</u>	" <u>8 1/2</u>	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>2 1/2</u>
Keel.....	<u>10 1/2</u>	" <u>14 1/2</u>	Water-ways.....	<u>4 1/2</u>	Hold Beam Shelves.....	<u>4 1/2</u>
Kelsons.....	<u>10 1/2</u>	" <u>14 1/2</u>	Upper Deck.....	<u>2 1/2</u>	Deck Beam ditto.....	<u>4 1/2</u>
<b>Copper.</b>			<b>Size of Bolts in Fastenings.</b>			<b>Iron.</b>
Heel-Knee, and Dead Wood abaft.....	Inches. <u>1</u>	<b>Copper.</b>	Inches. <u>1</u>	<b>Iron.</b>	Inches. <u>1</u>	
Scarp of Keel..... N°.	<u>1</u>	Bolts thro' the Bilge and Foot Waling.....	<u>1 1/2</u>	Hold Beam.....	<u>1 1/2</u>	
Floor Timber Bolts.....	<u>1</u>	Butt End Bolts.....	<u>1 1/2</u>	Deck Beam.....	<u>1 1/2</u>	
Kelson ditto.....	<u>1</u>	Lower Pintle of the Rudder.....	<u>1 1/2</u>			
Transoms and throats of Hooks.....	<u>1</u>			same in Iron above the Copper.....	<u>1 1/2</u>	
Arms of Hooks.....	<u>1</u>					

**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 2 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British Oak and are free from all defects.

Her Floors and first Foothooks are composed of British Oak Timber.

Her other Foothooks and Top Timbers of British Oak.

Her Shifts of the first and second Foothooks are not less than 2 1/2 feet N.B. When reported by you less than the prescribed Rule, then 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 well free from sap, and from thence downwards, the frame is well squared.

The alternate Frames are well bolted together. to Gunwale

The Butts of the Timbers are well close together; their thickness not less than 1 1/2 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. Butt chocks being one full Butt each

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

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

The Deck and Hold Beams are composed of British and American Oak.

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Oak

From the first Foothook Heads to the Light Water Mark of Red Line

From the Light Water Mark to the Wales of Red Line

The Wales and Black-strakes are of American Oak

The Topsides of American Oak

The Sheer-strakes of American Oak Decks, and state of, Yellow Pine new

The Gunwales of American Oak Water-ways of Red Pine

The Shifts of the Planking are not less than 5 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 two and three between three and four

**Planking Inside.**—The Clamps are composed of American Oak the Stringers of American Oak

The Bilge Planks of American Oak and the remainder of the Ceiling of American Oak

**Fastenings.**—To Hold Beams Double bedded British Oak Nails and Iron nails in diagonal iron bands

Deck Beams Double bedded British Oak Nails and Iron nails in diagonal iron bands

Number of Breasthooks Eight Pointers Two and a Crutches all British Oak

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

Bilge and Footwaling Copper bolted through and clenched. footwaling iron bolted into each timber

General Quality of Workmanship good

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

Builder's Name James Brown & Co

Surveyor's Name John D. Cunningham



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

She has **SAILS.**

**CABLES, &c.**

**ANCHORS.**

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	100	Chain .....	1 1/2	3	Bower,
1	Fore Top Sails,	75	Hempen Stream Cable.....	4 1/2	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser .....	5	1	Kedge,
1	Main Sails,	80	Towlines .....	5		All of proper weight.
2	Main Top Sails,	45	Warp .....	2 1/2		
and <u>well found and stowed</u>			All of <u>good</u> quality.			

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

She has 1 Long Boat and 1 Boat

The present state of the Windlass is good Capstan good and Rudder good

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

*Sailed on in October 1837 and returned 11th October 1838.  
Surveyed at the three prescribed places, and at other times. Specially  
while sailing; Frame all English and Scotch oak of good quality,  
and well squared, every alternate frame fastened to Gunwale,  
stiff good, cross timbers below, and full bottom and clamps above.  
Masts and fastenings as described, being well secured to the sides,  
standing and sailing of good quality, well wrought, and spliced  
two and three between the masts, and where two is wrought, the beam  
is not in same timber. Ropes and Butt broken bottles through, and  
crushed on rings, below both through each floor and crushed on  
rings on main deck; Two sides, and a broken aft, of British Oak,  
and the main and lower beams. Iron knees to the side.  
She is well finished, and her stores and furnishings are of a  
good description.  
Special Surveys for L.R. of this.*

If Sheathed, Doubled, or Felted, Sheathed with fine and close grain Mahogany sheathing

and Date when last done Amsterdam and others on her to the port of London and 23 feet aft

And AM of opinion this Vessel should be Classed "A 1" in October 1839

The Amount of the Fee.....£ 3 : 3 : — is received by me,

*Certified*

*John R. Cunningham*

Committee Minute 14 Dec 1839

Character assigned A 1 for 8 years



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Foundation