

No. 1287 Survey held at Dumbarton Date 30th January 1843
on the New Ship "Duke of Wellington" Master John Dinning
Tonnage 560 new Built at Dumbarton When built 14th February 1842
By whom built Wm Mureys & Co Owners Russell & Raeburn
Port belonging to Glasgow Destined Voyage Clyde to China
If Surveyed Afloat or in Dry Dock on Stocks

Length aloft	119	Feet.	8/10	Extreme Breadth	Amidships.	27	Feet.	1/10	Depth of Hold	19	Feet.	3/10	
Scantlings of Timber.				Thickness of Plank.									
Timber and Space	each	25	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.				
Floors	sided	12 1/2	Moulded	14 1/2		Keel to Bilge	3 1/2	Foot Waling	4 1/2				
1 st Foothooks	"	11	"	12		Bilge Planks	5	Bilge Planks	5				
2 nd Ditto	"	10	"	10 1/2		Bilge to Wales	3 3/4	Ceiling in Flat	3 1/4				
3 rd Ditto	"	9	"	8 1/2		Wales	5	Ditto Bilge to Clamp	3 1/4				
Top Timbers	"	8 1/2	"	7	5 1/2	Topsides	3 1/4	Hold Beam Clamps	2. Strakes	4			
Deck Beams	N ^o . of	20	"	10 1/2	7	Sheer Strakes	2. Strakes	4. 1/4	Deck Beam Ditto	2. Strakes	4	1/2	
Hold Beams	N ^o . of	16	"	13	9	Plank Sheers	3 1/2	Ceiling 'twixt Decks	2 3/4				
Keel	"	13	"	15		Water-Ways	8 1/2	Hold Beam Shelves	6 x	13			
Kelsons	"	14	"	15	5	Upper Deck	3 1/2	Deck Beam Ditto	5 x	12 1/2			
Deck Beam Spaces 3 feet to 6 feet 4 inches				Lower Deck Spirketting									3 1/2
Hold do 4 ft. 3 inches to 5 ft. 10 inches				Upper do do									3
Copper.				Size of Bolts in Fastenings.									
Heel-Knee, and Dead Wood abaft	1 1/4	1 1/8	Inches.	Copper.				Inches.	Iron.				Inches.
Scarp of Keel	N ^o .	1		Bolts thro' the Bilge and Foot Waling				7/8	Hold Beam	1			
Floor Timber Bolts	3 1/8 9 1/4			Butt End Bolts				3/4	Deck Beam	7/8			
Kelson ditto	3 1/8 9 1/4			Lower Pintle of the Rudder				3 1/2					
Transoms and throats of Hooks	1 1/8 8 1												
Arms of Hooks	7/8 8 1												
								same in Iron above the Copper					
								1 1/8 9 1					
								7/8 8 1					

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 2 1/2 to 5 Inches. The Stem, Stern Post, are composed of British 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 Oak

The Shifts of the first and second Foothooks are not less than 4 ft 3 to 4 ft 4 inches 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 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 1/3 to 1/4 of the entire moulding at that place.

The Frame is well chocked with Butt at each end of the chock. Cross chocks and scarphs.

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

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

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

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm

From the first Foothook Heads to the Light Water Mark of Pitch Pine and Morra

From the Light Water Mark to the Wales of Greenheart and British Oak

The Wales and Black-strakes are of Afr. Oak, Greenheart & Brit Oak The Topsides of Pitch Pine

The Sheer-strakes and Plank-sheers of African Oak & Morra The Water-ways of Pitch Pine

The Decks of Yellow Pine State of New

The Shifts of the Planking are not less than 5 ft 6 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 American Oak the Bilge Planks of Amer. Oak

The Ceiling, Lower Hold, of American Oak Between Decks of Pitch Pine

Shelf Pieces of American Oak Clamps of American Oak

Fastenings.—To Hold Beams Fell's patent binding with Stringers above & below Beams, and twelve pair of diagonal Iron hanging Knees.

Deck Beams Fell's patent binding with Stringer, and fourteen pair of diagonal Iron hanging Knees.

Number of Breasthooks six below, one above deck. Pointers two pair aft Crutches one Iron, aft

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 Four transom Knees.

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

Builder's Name

Surveyor's Name

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 .	
2	Fore Sails,	240	Chain	1 1/2	3	Bower,
2	Fore Top Sails,	72	Hempen Stream Cable	8 1/2	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser	7	2	Kedge,
1	Main Sails,	75	Towlines	5		
2	Main Top Sails,	—	Warp	—		
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 Silly Boat and Jig

The present state of the Windlass is Good Capstan Good and Rudder Good Four Sea pumps Good
with Pow & Yarens Patent purchase

General Remarks—Statement and Date of Repairs.

Laid on in March 1841, launched 14th February 1842, but has never yet been employed, having been the property of a Bankrupt estate. Surveyed at the three prescribed periods, and frequently at other times, specially, while Building. Frame all English and Welsh Oak of good quality, and well squared. Shifts of Limbs good. Built wholly in frame. Cross chocks and scarphs. Planking and casing of good quality, and well wrought, shifted three between. Number of Beams, Spars, and fastenings, as described. She has two pair of Pointers, and an Iron Crutch aft, and is Ridge & Butt copper through bottom, and clenched on rings. Nelson bolts through each floor, and clenched on rings, on Main Deck. She is well finished, and her stores and furnishings are complete, and of a good description.

The Upper course of yellow Metal has been stripped off. The seams and Butts there true; and she has been caulked from thence upwards. Decks included, a second time.

If Sheathed, Doubled, Felted, or Coppered Felted two courses below the Wakes, and Coppered (over paper below) to the Wakes When last done in February 1842.

I am of opinion this Vessel should be Classed "10A1"

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

Special£ 24 : 7 : :

Committee's Minute 3rd February 1843

Character assigned A 1 for 1 year

Sub Com W 14 Feb 1843

Received 2 10 P 7

John P. Manning



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