

1335

No. 1335 Survey held at Groon Date 20th April 1843
on the New Barque "Janet Wilson" Master Veit Smith
Tonnage 267 ^{old} 280 ^{new} Built at Groon When built 4th April 1843
By whom built Groon Ship Building Co. Owners Daniel Wilson
Port belonging to Greenock Destined Voyage Clyde to
If Surveyed Afloat or in Dry Dock on Stocks

Length aloft	Feet. <u>99</u> Inches. <u>10</u>	Extreme Breadth <u>Amidships</u>	Feet. <u>21</u> Inches. <u>10</u>	Depth of Hold	Feet. <u>16</u> Inches. <u>3</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space	each <u>22</u>	Inches. Middle <u>11</u> Ends <u>11</u>	Outside.	Inches.	Inside.	Inches.
Floors	sided <u>10</u>	Moulded <u>11</u>	Keel to Bilge	<u>3</u>	Foot Waling	<u>4</u>
1 st Foothooks	" <u>9</u>	" <u>9</u>	Bilge Planks	<u>3 1/2</u> <u>4 1/2</u>	Bilge Planks	<u>4 1/2</u>
2 nd Ditto	" <u>8</u>	" <u>8</u>	Bilge to Wales	<u>3</u>	Ceiling in Flat	<u>2 1/2</u>
3 rd Ditto	" <u>7</u>	" <u>6 1/2</u>	Wales	<u>5</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Top Timbers	" <u>6 1/2</u> <u>6</u>	" <u>5 1/2</u> <u>4 1/2</u>	Topsides	<u>2 3/4</u>	Hold Beam Clamps <u>2</u> <u>Shakes</u>	<u>4</u>
Deck Beams N ^o . of <u>15</u>	" <u>8 1/2</u>	" <u>9 1/2</u> <u>7</u>	Sheer Strakes	<u>3 1/2</u> <u>4</u>	Deck Beam Ditto	<u>3 1/2</u>
Quarter Deck Beams N ^o . of <u>8</u>	" <u>6 1/2</u>	" <u>6 1/2</u> <u>5</u>	Plank Sheers	<u>3</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Hold Beams N ^o . of <u>18</u>	" <u>10</u>	" <u>10 1/2</u> <u>8</u>	Water-Ways	<u>7 1/2</u>	Hold Beam Shelves	<u>5</u> <u>12</u>
Keel	" <u>11 1/2</u>	" <u>13</u> <u>~</u>	Upper Deck	<u>3</u>	Deck Beam Ditto	<u>4 1/2</u> <u>12</u>
Kelsons	" <u>13</u>	" <u>14 1/2</u> <u>6</u>	Lower deck <u>Spur Metting</u> <u>2 1/2</u>			
Deck Beam spaces <u>3 feet to 4 feet two inches</u>			Upper <u>do</u> <u>do</u>			
Hold Beam <u>do</u> <u>3 feet to 8 feet five inches</u>			Iron:			
Copper.			Iron:			
Heel-Knee, and Dead Wood abaft	<u>1 1/8</u> <u>1</u>	Copper.		Inches. <u>3/4</u>	Hold Beam	<u>1 1/8</u> <u>7/8</u>
Scarpns of Keel	N ^o . <u>7/8</u>	Bolts thro' the Bilge and Foot Waling		<u>3/4</u>	Deck Beam	<u>7/8</u>
Floor Timber Bolts	<u>1 1/8</u>	Butt End Bolts		<u>5/8</u>		
Kelson ditto	<u>1 1/8</u>	Lower Pintle of the Rudder		<u>3</u>		
Transoms and throats of Hooks	<u>1</u>				same in Iron above the Copper	
Arms of Hooks	<u>1 1/8</u> <u>3/4</u>					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 to 3 1/2 Inches. The Space between the Top-timbers is 2 1/2 to 5 Inches. The Stem, ^{African Oak} 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 American & British Oak Timber.

The other Foothooks and Top Timbers of British Oak

The Shifts of the first and second Foothooks are not less than 3 ft. 6 in. to 3 ft. 10 in. 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 a Butt at each end of the chock. Cross Chocks, full Butts 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 — inches.

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

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

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

From the Light Water Mark to the Wales of American Oak

The Wales and Black-strakes are of American Oak The Topsides of American Oak

The Sheer-strakes and Plank-sheers of British Oak & Morra The Water-ways of Red Pine

The Decks of Yellow Pine State of New

The Shifts of the Planking are not less than 3 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 American Oak

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

Shelf Pieces of American Oak Clamps of American Oak

Fastenings.—To Hold Beams Iron lodging knees on chocks, and stringer above and below Beams

Deck Beams Iron lodging knees on chocks with stringer, and eight pair of diagonal iron hanging knees

Number of Breasthooks five below one above deck Pointers two Crutches one iron, aft.

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

Bilge and Footwaling Yell. Metal & Copper bolted through and clenched. footwaling iron bolted

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,	200	Chain	1 1/4	3	BowerS,
1	Fore Top Sails,	75	Hempen Stream Cable	1 1/4	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser	6	2	KedgeS,
1	Main Sails,	80	Towlines	4		
2	Main Top Sails,	60	Warp <u>Stream chain</u>	7/8		
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 Solly Boat and Rig

The present state of the Windlass is Good Capstan Good and Rudder Good
with Patent Purchase } four lead pumps Good.

General Remarks—Statement and Date of Repairs.

Laid on in October 1841. Launched 4th April 1843. Built under a roof, and upwards of a year on the stocks. Surveyed at the three prescribed periods and at other times specially, while Building. Frame English and Scotch oak, with the exception of a few of the Midship floors, which are of American Oak. All well squared, and very well seasoned and dried. Shifts of timbers good. Built wholly in frame. Cross Chocks, full Butts and scarphs. Planking and ceiling of good quality, well wrought, and shifted three between; and well seasoned. Number of Beams, quality, fastenings, and spaces, as describes. Bilge and Butt through Copper bolts, and clenched on rings. Nelson bolts through each floor, and clenched on rings, on Main Keel. She has two iron pointers and an iron crutch aft, and the Wing and Rider Transoms are diagonally iron stwed to the sides. She is very well finished, and her stores and furnishings are complete, and of a good description.

If Sheathed, Doubled, Felted, or Coppered Below the wales When last done in April 1843.

I am of opinion this Vessel should be Classed "9A1."

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

Special£ 13 : 7 : "

Committee's Minute 19th May 1843

Character assigned A 1 for S

and Cuts 25 May
Raised to 9A1
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