

No. 1432 Survey held at Dumbarton Date 21st June Rec'd 2 July 1843
 on the Ship "Sunet Johnston" Master William Stewart
 Tonnage 46 3/4 Built at Dumbarton When built 1841
 By whom built Archd. W. Millan Son Owners Wm Stewart (the Master)
 Port belonging to Greenock Destined Voyage Londonderry
 If Surveyed Afloat or in Dry Dock Patent Slip

Length aloft 37 Feet. 1 Inches. Extreme Breadth 15 Feet. 6 Inches. Depth of Hold 7 Feet. 7 Inches.

Scantlings of Timber.

	Inches.	Inches.	Inches.
	Middle	Ends	
Timber and Space..... each	<u>20</u>	<u>1 1/2</u>	<u>6 1/2</u>
Floors..... sided	<u>1 1/2</u>	<u>6 1/2</u>	<u>6</u>
1 st Foothooks..... "	<u>6 1/2</u>	<u>6</u>	<u>5 1/2</u>
2 nd Ditto..... "	<u>6</u>	<u>6</u>	<u>5 1/2</u>
3 rd Ditto..... "	<u>5 1/2</u>	<u>5 1/2</u>	<u>4</u>
Top Timbers..... "	<u>5 1/2</u>	<u>5 1/2</u>	<u>4</u>
Deck BeamsN°. of	<u>7</u>	<u>7</u>	<u>4 1/2</u>
Hold BeamsN°. of	<u>7</u>	<u>7</u>	<u>4 1/2</u>
Keel.....	<u>11</u>	<u>9 1/4</u>	<u>9 1/4</u>
Kelsons.....	<u>11</u>	<u>11</u>	<u>11</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	<u>2</u>	Foot Waling	<u>2</u>
Bilge Planks	<u>3</u>	Bilge Planks	<u>3</u>
Bilge to Wales	<u>2</u>	Ceiling in Flat	<u>2</u>
Wales	<u>3</u>	Ditto Bilge to Clamp	<u>2</u>
Topsides	<u>2</u>	Hold Beam Clamps	<u>2</u>
Sheer Strakes	<u>2 1/2</u>	Deck Beam Ditto.....	<u>2</u>
Plank Sheers.....	<u>2 1/2</u>	Ceiling 'twixt Decks	<u>2</u>
Water-Ways.....	<u>2 1/2</u>	Hold Beam Shelves	<u>2</u>
Upper Deck	<u>2 1/2</u>	Deck Beam Ditto.....	<u>3 1/2</u>

Copper or Iron.

Heel-Knee, and Dead Wood abaft	<u>7/8</u>
Scarphs of Keel.....N°. none	
Floor Timber Bolts	<u>7/8</u>
Kelson ditto	<u>7/8</u>
Transoms and throats of Hooks	
Arms of Hooks	<u>3/4</u>

Size of Bolts in Fastenings, distinguishing whether

Copper or Iron.

Bolts thro' the Bilge and Foot Waling	<u>3/8</u>
Butt End Bolts	<u>3/8</u>
Lower Pintle of the Rudder	<u>2</u>

Iron.

Hold Beam	
Deck Beam	<u>3/4</u> <u>5/8</u>

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is close frames apart 7 1/2 Inches. The Space between the Top-timbers is 5 to 6 Inches. The Stem, Stern Post, are composed of English 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 not 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 where seen free from sap, and from thence downwards, the frame is where seen, well square

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 close of the entire moulding at that place.

The Frame is choked with Butt at each end of the chock. not seen

The Main Kelson is composed of American Elm and the False Kelson of not seen

The Scarphs of the Kelsons are not less than no scarphs feet no scarphs inches.

The Deck and Hold Beams are composed of British Oak 2 of Quebec Oak

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

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

From the Light Water Mark to the Wales of Red Pine

The Wales and Black-strakes are of Quebec Oak Blackstrakes Red Pine The Topsides of Red Pine

The Sheer-strakes and Plank-sheers of Quebec Oak The Water-ways of Quebec Oak

The Decks of Yellow Pine State of Good

The Shifts of the Planking are not less than 5 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 3 Strakes between

Planking Inside.—The Limber-strakes are composed of American Elm the Bilge Planks of American Elm

The Ceiling, Lower Hold, of Red Pine Between Decks of Red Pine

Shelf Pieces of Red Pine Clamps of Red Pine

Fastenings.—To Hold Beams

Deck Beams Shelf & double, English Oak, lodging knees

Number of Breasthooks 3 below Deck, 1 above Pointers Crutches

Butts End Bolts are of 1/2 iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling 1/2 iron bolted through and clenched.

General Quality of Workmanship Good

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

Builder's Name A. W. Millan

Surveyor's Name Wm Stewart

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 .	
1	Fore Sails,	145	Chain	7 1/2	2	Bower, <u>one do 3 1/2</u>
2	Fore Top Sails,	70	Hempen Stream Cable	3	1	Stream, <u>2 1/2</u>
1	Fore Topmast Stay Sails,	60	Hawser	4 1/2	1	Kedge, <u>1 1/2</u>
1	Main Sails,	30	Towlines	3		
1	Main Top Sails,	60	Warp	3		
and <u>all other requisite sails</u>			All of _____ quality.			

Her Standing and Running Rigging properly fitted sufficient in size and good in quality.

She has 2 13 feet Long Boat and _____

The present state of the Windlass is New Capstan Drum and Rudder Good

General Remarks—Statement and Date of Repairs.

Repairs at present on the patent Slip. The Main and Fore hatchways shortened, two new beams, new Deck amidships between Main hatchway and companion. New Windlass and Caulked over all; The standing running Rigging, Sails and Stores are all in good condition.

She has not been surveyed while in the progress of building; a listing of plank taken out fore & aft at the first futtock heads, and the openings when the timbers were all found sound and good

If Sheathed, Doubled, Felted, or Coppered Single Cotton When last done _____

I am of opinion this Vessel should be Classed _____

The Amount of the Fee.....£ 1 : 5 : 0 is received by me,
Including Certificate

Special£ : :

Certificate (if required)£ : :

Committee's Minute 4th July 1842

Character assigned A 1 for 5 years

A Certificate requested



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