

No. 2252 Survey held at Dumbarton

Rec. 25/3/47  
Date 20<sup>th</sup> March 1847

2252

on the Ship "John Bright"

Master James Hamlin

Tonnage 514 <sup>1</sup>/<sub>4</sub> Built at Dumbarton

When built Launched 14<sup>th</sup> March 1847

By whom built Denny & Rankin

Owners Thomas Hamlin & Co.

Port belonging to Glasgow

Destined Voyage Odessa

If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. 120	Inches. "	Extreme Breadth	Feet. 29	Inches. 5 1/2	Depth of Hold	Feet. 19	Inches. 6
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>					
Timber and Space	each	29				<b>Outside.</b>	Inches.	<b>Inside.</b>
Floors	sided	13	Moulded	13 1/2	11 1/2	Keel to Bilge	3 1/4	Foot Waling <u>Timber Strakes</u>
1 <sup>st</sup> Foothooks	"	12	"	12 1/2	10 1/2	Bilge Planks	5	Bilge Planks
2 <sup>nd</sup> Ditto	"	10	"	10 1/2	9 3/4	Bilge to Wales	4 1/4	Ceiling in Flat
3 <sup>rd</sup> Ditto	"	9 1/2	"	9 3/4	8	Wales	5	Ditto Bilge to Clamp
Top Timbers	"	9	"	8	5 1/2	Topsides	3	Hold Beam Clamps
Deck Beams N <sup>o</sup> <u>24</u>	Average Space } <u>4 feet 6 inches</u>	10	"	10	7	Sheer Strakes <u>2 Strakes</u>	4 3/4	Deck Beam Ditto
Hold Beams N <sup>o</sup> <u>21</u>	Average Space } <u>4 feet 5 inches</u>	12 1/2	"	12 1/2	10 1/2	Plank Sheers	4	Ceiling 'twixt Decks
Keel	"	13	"	15	-	Water-Ways	5 1/2	Hold Beam Shelves
Kelsons	"	14	"	15	-	Upper Deck	3 1/2	Deck Beam Ditto
Kider	"	14	"	15	-			
<b>Size of Bolts in Fastenings, distinguishing whether</b>								
<b>Copper or Iron. Y. Metal</b>			<b>Copper or Iron. Y. Metal</b>			<b>Iron.</b>		
Heel-Knee, and Dead Wood abaft	1 1/4		Bolts thro' the Bilge and Foot Waling	7/8 x 3/4		Hold Beam	1 1/8	
Scarp of Keel	N <sup>o</sup> . 8	1 1/8 x 3/8	Butt End Bolts	3/4		Deck Beam	1	
Floor Timber Bolts	1 1/4		Lower Pintle of the Rudder	3 1/2				
Kelson ditto	1 1/4							
Transoms and throats of Hooks	1 1/8							
Arms of Hooks	1							

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Close Inches. The Space between the Top-timbers is 46 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects.

The Floors and first Foothooks are composed of English Oak Timber.

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 4 feet 10 in. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 feet 8 inches

The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared & free from sap

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 of the entire moulding at that place.

The Frame is Cross chocked with a Butt at each end of the chock.

The Main Kelson is composed of Greenheart and the False Kelson of Quebec White Oak

The Scarphs of the Kelsons are not less than 0 feet 0 inches.

The Deck and Hold Beams are composed of English Oak

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

From the first Foothook Heads to the Light Water Mark of Quebec White Oak

From the Light Water Mark to the Wales of African & English Oak & Greenheart

The Wales and Black-strakes are of African & English Oak & Greenheart The Topsides of Greenheart

The Sheer-strakes and Plank-sheers of East India Teak, African & English Oak The Water-ways of English & African 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 Three Strakes between

**Planking Inside.**—The Limber-strakes are composed of African Oak the Bilge Planks of African Oak

The Ceiling, Lower Hold, of African Oak Between Decks of African & English Oak

Shelf Pieces of African Oak Clamps of African Oak

**Fastenings.**—To Hold Beams Shelf piece donellid, Iron Staple Lodging Wires to every Beam and 11 pair diagonal Iron Hanging Pieces

Deck Beams Shelf piece, thick strake next the Waterways donellid bolted horizontally every three feet through Waterways & Sheerstrakes, 12 pair diagonal Iron hanging Pieces

Number of Breasthooks Five & one Crutch Pointers one pair (iron) Crutches one (iron)

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

Bilge and Footwaling yellow metal 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 Signature \_\_\_\_\_ Surveyor's Signature M. J. Robertson



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
2	Fore Sails,	270	Chain .....	1 1/2	3	Bower,	<sup>Rodgers' New Patent</sup> 24" 0" 0" 19" 2" 3" 18" 1" 26"
2	Fore Top Sails,	75	Hempen Stream Cable .....	9 1/2	1	Stream,	10" 3" 0" = " = " =
2	Fore Topmast Stay Sails,	75	Hawser .....	7	2	Kedge,	5" 0" 14" 2" 0" 0" =
1	Main Sails,	75	Towlines .....	5			
2	Main Top Sails,	75	Warp .....	4			
and all other requisite sails			All of <u>good</u> quality.				

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

She has one 22 feet Long Boat and one 22 feet Pinnace & one 20 feet Tolly Boat

The present state of the Windlass is good (2 Capstans good and Rudder well fitted & good)

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

This is a well finished substantial good ship built of well seasoned timber & planting all of good quality - The Wales are sheathed with one inch American Elm over paper to protect the Iron Bolts from the action of the Yellow Metal

The Bottom sheathed with Yellow Metal over paper to the upper part of the Wales  
Specially surveyed by me during the progress while Building

Has a full Poop and Square Head -  
Lower deck laid and Caulked from stem to stern

The Chain Cables have been carefully proved to a strain of 48 & 45 tons and on the last link of each length of 15 fathoms the amount of proof strain applied is marked

If Sheathed, Doubled, Felted, or Coppered Sheathed with Yellow Metal When last done March 1847

I am of opinion this Vessel should be Classed 12 A. 1.

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

Special .....£ 25 : 14 : 0

Certificate (if required) .....£ 0 : 10 : 0

Committee's Minute 26<sup>th</sup> Mar 1847

Character assigned 12 A. 1.

Please forward a Certificate of Classification to Tho. Hamlin (the owner), Greenock