

No. 2344 Survey held at Greenock Date 10th July 1847
on the New Brig "Spray" Master Arch^d. Hutch
Tonnage 241 old 245 new Built at Greenock When built 15th July 1847
By whom built Wm Simons & Co Owners Messrs M & D Brides
Port belonging to Greenock Destined Voyage Obide to Newfoundland
If Surveyed Afloat or in Dry Dock on Stocks

Length aloft	Feet. <u>96</u> ^{Inches.} <u>8</u> / ₁₀	Extreme Breadth	Feet. <u>21</u> ^{Inches.} <u>3</u> / ₁₀	Depth of Hold	Feet. <u>15</u> ^{Inches.} <u>1</u> / ₁₀	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space	each <u>25</u> ^{Inches.} <u>26</u>	Inches Middle <u>11</u> Ends <u>11</u>	Outside.	Inches.	Inside.	Inches.
Floors	sided <u>11</u>	Moulded <u>11</u>	Keel to Bilge	<u>2</u> / ₁	Foot Waling	<u>3</u>
1 st Foothooks	<u>10</u>	<u>9</u>	Bilge Planks	<u>3</u> / ₂	Bilge Planks	<u>4</u>
2 nd Ditto	<u>9</u>	<u>8</u> / ₂	Bilge to Wales	<u>2</u> / ₈	Ceiling in Flat	<u>2</u> / ₁
3 rd Ditto	<u>8</u>	<u>6</u> / ₂	Wales	<u>4</u> / ₂	Ditto Bilge to Clamp	<u>2</u> / ₂
Top Timbers	<u>8</u>	<u>5</u> <u>4</u> / ₄	Topsides	<u>3</u> / ₂	Hold Beam Clamps	<u>3</u>
Deck Beams N ^o <u>19</u>	<u>8</u>	<u>8</u> <u>5</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto	<u>3</u>
Hold Beams N ^o <u>15</u>	<u>10</u>	<u>10</u> <u>8</u>	Plank Sheers	<u>3</u>	Ceiling 'twixt Decks	<u>2</u> / ₂
Keel	<u>11</u>	<u>12</u> / ₂	Water-Ways	<u>4</u> / ₂	Hold Beam Shelves <u>4</u> x <u>12</u> End <u>10</u> x <u>4</u>	<u>11</u> x <u>3</u> / ₂
Kelsons	<u>12</u>	<u>12</u> <u>3</u>	Upper Deck	<u>3</u>	Deck Beam Ditto	<u>11</u> x <u>3</u> / ₂
Size of Bolts in Fastenings, distinguishing whether			Lower deck spirketting			
Copper or Iron.			Upper deck spirketting			
^{Inches.}			^{Inches.}			
			Iron.			
			^{Inches.}			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 to 5 Inches. The Space between the Top-timbers is 3/₄ 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 3/₄ 5/₁₆ in 3/₄ 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 very 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 a third of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. Cross chocks, and full butts down the

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

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

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

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

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

From the Light Water Mark to the Wales of British Oak

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

African & British Oak The Sheer-strakes and Plank-sheers of African Oak The Water-ways of African Oak, & plank next ditto of Red Pine

The Decks of Yellow Pine State of New

The Shifts of the Planking are not less than 5/₁₆ 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 Morra, African, British Oak the Bilge Planks of Greenish British Oak, & Morra

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

Shelf Pieces of African & British Oak Clamps of British Oak

Fastenings.—To Hold Beams Double lodging iron knees fayed on the timbers, with shelf above and below beams

Deck Beams Double lodging iron knees fayed on the timbers, with shelf piece, and six pairs of diagonal iron hanging knees

Number of Breasthooks four below & one above deck Pointers One pair iron Crutches One iron aft

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

Bilge and Footwaling Yellow Metal bolted through and clenched. Footwaling iron bolts into each floor.

General Quality of Workmanship Very good Two pair iron transom knees.

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

Builder's Signature

Surveyor's Signature

Wm R. Cunningham

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 .	Cut	
2	Fore Sails,	180	Chain	1 1/8	3	Bower,	13 26
1	Fore Top Sails,	70	Hempen Stream Cable	7	1	Stream,	11 3 4
2	Fore Topmast Stay Sails,	70	Hawser	5	1	Kedge,	3 0 22
1	Main Sails,	70	Towlines	4			
2	Main Top Sails,	60	Warp <u>Stream Chain</u>	3/4			
and <u>Wellfound in the Sails</u>			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

The present state of the Windlass is Good Capstan Good and Rudder Good
with Patent Purchase

Two had pumps good

General Remarks—Statement and Date of Repairs.

Commenced in January and launched 15th July 1847. Surveyed specially while building. Frame all Welsh oak, good quality, and very well squared. Built wholly in frame. Shifts of timbers good. Cross cheeks well fitted, and full butts dovetailed. Planking and ceiling of good quality, well wrought, and shifted three between. Number of beams, spaces, and mode of fastenings as described. A pair of iron pointers and an iron crutch aft. Bilge and butt through Yellow Metal bolter and clencher. She is well finished; the workman's hip good throughout, and her stores and furnishings complete and of the best description.
Certificate of the testing of chain cables & weights of anchors herewith.

Deck Beam Spaces. Aft to first beam 2ft. 6 in. + 2ft. 3 in. + 3ft. 6 in. + 4ft. 8 in. + 4ft. 4 in. + 4 feet. + 4ft. 6 in. + 4ft. 6 in. + 4ft. 7 in. + 7ft. 8 in. Main hatch. + 4 feet. + 4ft. 5 in. + 4 feet + 3ft. 7 in. + 3ft. 7 in. + 3ft. 6 in. + 3ft. 6 in. + 3ft. 7 in. + 3 feet. +

Hold Beam Spaces. Aft to first beam 3ft. 6 in. + 3ft. 3 in. + 5 feet. + 3ft. 11 in. + 6ft. 11 in. + 4 feet. + 7ft. 1 in. + 7ft. 2 in. + 7ft. 5 in. Main Hatch. + 7ft. 3 in. + 7ft. 1 in. + 7ft. 4 in. + 2 feet. + 3 feet + 3 feet + 3ft. 8 in. to Head beam

If Sheathed, Doubled, Felted, or Coppered one course of felt above, & Yellow Metallic over paper below to the masts, & over lower masts & shrouths. When last done

I am of opinion this Vessel should be Classed '12A1'

The Amount of the Fee.....£ 3: 0: 0 is received by me John R. Cumming

Special£ 12: 1: 0

Certificate (if required)£ 0: 0: 0

Committee's Minute 20th July 1847

Character assigned 12A1