

No. 2096 Survey held at Grunock Date 14th October 1846
on the Ship "Great Britain" Master John Hume
Tonnage 827 old 999 new Built at St John, N.B. When built November 1846
By whom built James Payne Owners John Robertson
Port belonging to St John N.B. Destined Voyage Clyde & Bombay
If Surveyed Afloat or in Dry Dock in dry dock

Length aloft	153 ¹ / ₁₀	Extreme Breadth	30 ¹ / ₁₀	Depth of Hold	23 ¹ / ₁₀
Scantlings of Timber.					
Keel and Space	29 ¹ / ₂ 30				
Side	15	Moulded	18		
Foothooks	13 ¹ / ₂	"	15		
Ditto	13	"	12 ¹ / ₂		
Ditto	12	"	11		
Timbers	11	"	9 ¹ / ₂		
Keel Beams N° 31	Average Space	"	13	"	11
Hold Beams N° 31	Average Space	"	14	"	12
El	"	"	16	"	16
Kelsons	"	"	17	"	18 ¹ / ₂

Thickness of Plank.		Size of Bolts in Fastenings, distinguishing whether	
Outside.		Copper or Iron.	
Keel to Bilge	5	Bolts thro' the Bilge and Limber Strakes	Hold Beam
Bilge Planks	7 ¹ / ₂	Butt End Bolts	Deck Beam
Bilge to Wales	5	Lower Pintle of the Rudder	3 ³ / ₄
Wales	7 ¹ / ₂		
Topsides	6		
Sheer Strakes	6		
Plank Sheers	6		
Water-Ways	10		
Upper Deck	4		

Planking.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1/2 to 1 1/2 Inches. The Space between the Top-timbers is 1 1/2 to 5 1/2 Inches. The Stem, Stern Post, are composed of Blackmatack and are — free from all defects. Knight Heads, Hawse Timbers, of Blackmatack Timber. Floors and first Foothooks are composed of Black Birch. Other Foothooks and Top Timbers of Blackmatack and Spruce. Shifts of the first and second Foothooks are not less than — N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are —. Frame is — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is all very well squared where seen. alternate Frames are all bolted together. Butts of the Timbers are — close together; their thickness not less than — of the entire moulding at that place. Frame is — chocked with — Butt at each end of the chock. Main Kelson is composed of Spruce and the False Kelson of Black Birch. Scarphs of the Kelsons are not less than Six feet — inches. Deck and Hold Beams are composed of Spruce. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Black Birch. From the first Foothook Heads to the Light Water Mark of Black Birch. From the Light Water Mark to the Wales of Spruce and Blackmatack. Wales and Black-strakes are of Blackmatack. The Topsides of Blackmatack. The Sheer-strakes and Plank-sheers of Red Pine. The Water-ways of Red Pine. The Decks of Yellow Pine. State of Good. Shifts of the Planking are not less than 500 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 thru between the Bilge Planks of Spruce. **Planking Inside.**—The Limber-strakes are composed of Black Birch. Between Decks of Spruce. The Ceiling, Lower Hold, of Spruce. Shelf Pieces of Spruce & Blackmatack. Clamps of Spruce. **Fastenings.**—To Hold Beams Double lodging knees of Spruce, shelf piece and stinger, eight pair of iron knees and straps connected, and a diagonal iron hanging knee to each of the other beams. Deck Beams Double lodging knees of Spruce, shelf piece, and nineteen pair of iron staple standards and diagonal iron hanging knees. Number of Breasthooks Seven below deck. Pointers Two forward and four aft. Crutches one of iron & one of wood, aft. Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treennails of Blackmatack. General Quality of Workmanship very good. Two pair of transom knees.

We certify that the preceding is a correct description of the above-named Vessel,
Builder's Signature _____ Surveyor's Signature John Hume
C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON. 66491.0042

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,	300	Chain	1 3/4	4	Bower, 38 " 1 " 6 wood stocked
2	Fore Top Sails,	90	do Stream	1 1/4	1	Stream, 36 " 2 " 0 Iron "
2	Fore Topmast Stay Sails,	75	Hempen Stream Cable	10	1	Stream, 34 " 1 " 4 wood "
2	Main Sails,	120	Hawser	7 1/2	1	Kedge, 33 " 2 " 1 Iron "
3	Main Top Sails,	120	Towlines	5 1/2		
and well found in other sails			Warp	5		
			All of <u>Good</u> quality.			

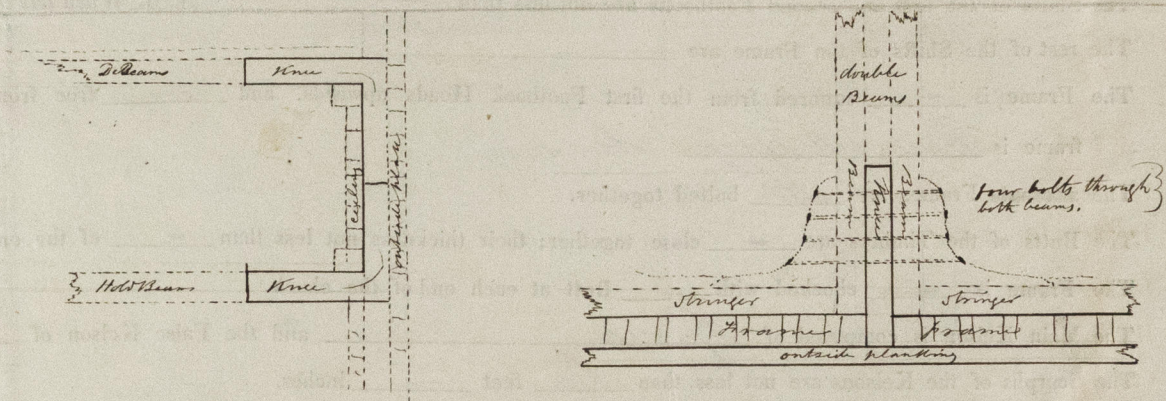
Her Standing and Running Rigging found to be sufficient in size and good in quality.

She has a Long Boat and Pinace cutter and jig.

The present state of the Windlass is Good 2 Capstans Good and Rudder Good Pumps Two wood good.
with Patent Purchase.

General Remarks—Statement and Date of Repairs.

At present, docked, Yellow Metal examined, and found good. Three additional upper courses wrought, overfelt. Two pair of additional diagonal iron knees to deck beams. About a dozen of the trenails driven out and found good, of Hackmatack. A good many additional fastening bolts put in of iron. The other knees and straps were made and put in here, in January 1847, when she was caulked all over and the wood sheathing and Yellow Metal put on at Liverpool in Feb. 1849, when she was caulked all over. She is well fastened and finished, and a number of the beams to both decks, double, as described; having between each, a good sized Hackmatack knee, the side arms of which, form filling in timbers, up from Hold, and down from deck beams, making a very good fastening as shown by sketch. She appears to be a well built vessel of her class. The depth of Hold being above the twenty three feet, the orlop deck beams have not been put in, in accordance with the Secretary's letter to Mr. Dobie. She has been supplied with an additional Bower anchor, and ninety fathoms of chain cable, the testing certificate, herewith. She is now complete in ground tackle and stores, and otherwise in good condition.



Deck Beam Spaces, Hook to first beam 5 feet. + 4 ft. 10 in. + 6 ft. 7 in. + 7 ft. 4 in. + 4 ft. 8 in. + 5 feet. + 6 feet. + 6 ft. 3 in. + 7 ft. 4 in. M. Hatch. + 4 ft. 10 in. + 7 ft. 1 in. M.S. + 5 ft. 1 in. + 5 feet. + 5 ft. 2 in. + 4 ft. 10 in. + 4 ft. 7 in. + 6 feet. + 5 ft. 10 in. + 5 ft. 11 in. to deck transom. The two crosses represent the double beams. 13 double beams, 18 spaces, 31 Beams.

Hold Beam Spaces, Hook to first beam. 4 ft. 6 in. + 4 ft. 10 in. + 4 ft. 9 in. + 6 feet. + 4 ft. 8 in. + 4 ft. 9 in. + 5 ft. 10 in. + 5 ft. 10 in. + 7 ft. 4 in. M.H. + 4 ft. 8 in. + 7 ft. 3 in. M.S. + 4 ft. 9 in. + 4 ft. 9 in. + 5 feet. + 4 ft. 11 in. + 4 ft. 10 in. + 5 ft. 3 in. + 5 ft. 4 in. + 5 ft. 8 in. to transom. 18 spaces, 13 double beams, 31 Beams.

Four strakes of wood sheathing below wales, overfelt, and Yellow Metal led overfelt to seventeen and five twelfths feet forward and aft, being
If sheathed, doubled, Felted, or Coppered about two thirds load lines. When last done —

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

The Amount of the Fee.....£ 5 : " : " is received by me, John R. Commie

Special£ 2 : 2 : " opening &c.

Certificate (if required)£ " : 10 : "

Committee's Minute 16th Oct 1849
Character assigned A1