

No. 532 Survey held at Dundee Date 14 Feb 1840
on the Schooner Jany Jack Master William Sinclair
Tonnage 165-223 Built at Dundee When built Feb 1840
By whom built A & R Brown Owners Capt and Company
Port belonging to Dundee Destined Voyage Baltic
If Surveyed Afloat or in Dry Dock Surveyed at Sunday periods Building finished

532

M 174 52/94

Length aloft 76 5/10 Feet. 19 3/10 Inches. Extreme Breadth 14 2/10 Feet. 14 2/10 Inches. Depth of Hold

Scantlings of Timber.				Thickness of Plank.			
				Outside.	Inside.		
Timber and Space.....	each	12		Keel to Bilge	2 1/2	Foot Waling	3 1/2
Floors.....	sided	11	Moulded	Bilge Planks	4	Bilge Planks	4
1st Foothooks.....	"	9	"	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
2nd Ditto.....	"	8	"	Wales	4	Ditto Bilge to Clamp	2 1/2
3rd Ditto.....	"	7	"	Topsides	2 1/4	Hold Beam Clamps	4
Top Timbers	"	7	"	Sheer Strakes	3	Deck Beam Ditto.....	4
Deck BeamsN°. of 14	"	9	"	Plank Sheers.....	3	Ceiling 'twixt Decks	2 1/4
Hold BeamsN°. of 6	"	10	"	Water-Ways.....	6	Hold Beam Shelves	4
Keel	"	11	"	Upper Deck	3	Deck Beam Ditto.....	4
Kelsons	"	10 1/4	"			Lower oak Subbottom	4

Copper.		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft	1 1/8	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	3 1/2 7/8
Scarp of Keel.....N°. 9	3/4	Butt End Bolts	5/8	Deck Beam	3/4
Floor Timber Bolts	1	Lower Pintle of the Rudder	2 1/2		
Kelson ditto	1				
Transoms and throats of Hooks	1				
Arms of Hooks	1				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/4 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of Elm Port / Port Part of Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Continental oak and are all free from all defects.

The Floors and first Foothooks are composed of Continental oak Timber.
The other Foothooks and Top Timbers of Continental oak
The Shifts of the first and second Foothooks are not less than 3 feet 6 in N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are 3 feet 6 in
The Frame is Well squared from the first Foothook Heads upwards, and nearly 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 all close together; their thickness not less than 13 of the entire moulding at that place.
The Frame is Well chocked with no Butt at each end of the chock.
The Main Kelson is composed of Dubu oak and the False Kelson of Elm
The Scarphs of the Kelsons are not less than 6 feet — inches.
The Deck and Hold Beams are composed of Continental oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm
From the first Foothook Heads to the Light Water Mark of Elm
From the Light Water Mark to the Wales of Mumel Fir red pine
The Wales and Black-strakes are of Dantrio oak The Topsides of Pitch pine
The Sheer-strakes and Plank-sheers of Dantrio oak The Water-ways of Red pine
The Decks of Yellow pine State of Good quality
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 thru between

Planking Inside.—The Limber-strakes are composed of Dubu oak the Bilge Planks of Dantrio oak
The Ceiling, Lower Hold, of Dantrio oak + Mumel Fir. Between Decks of Mumel Fir
Shelf Pieces of — Clamps of Dantrio oak

Fastenings.—To Hold Beams Elm Riple Logging knus
Deck Beams Elm Riple Logging knus
Number of Breasthooks Four Pointers Two Crutches one of Elm
Butts End Bolts are of Mumel + Copper in the Bottom, and one Bolt in each Butt End through and clenched.
Bilge and Footwaling Mumel 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 Name —
Surveyor's Name — David Wright

Her Masts, Yards, &c. are in Best 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,	180	Chain	1 1/4	2	Bower, S	9-0-0
2	Fore Top Sails,	80	Hempen Stream Cable	7 1/2	1	Stream,	8-2-0
2	Fore Topmast Stay Sails,	80	Hawser	4 1/2	2	Kedge, S	
1	Main Sails,	80	Towlines	3 1/2			
-	Main Top Sails, <i>Iron Ties</i>	80	Warp	2 1/2			
and <i>is well furnished with</i>			All of <i>Best</i> quality.				

Her Standing and Running Rigging is all sufficient in size and of Best quality.

She has one Long Boat and one Dolly Boat

The present state of the Windlass is Well fitted Capstan Well fitted and Rudder Well hung

General Remarks—Statement and Date of Repairs.

Very strong and well built vessel of good workmanship & well fastened Deck & Hold beam clamps 4 1/2 Cantre oak - also a 4 1/2 Cantre oak plank above the Hold beams bolted through every timber & clinches a piece of oak 4 inch thick between the beam ends under the steps keels all oak ceiling - from 1st pullock head downwards is well fitted with stones and adapted for the safe conveying of Dry & Crushed Cargoes

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

I am of opinion this Vessel should be Classed A I

The Amount of the Fee.....£ 2 : - : - is received by me, *David Taylor*
Special£ : : :

Committee's Minute 10th Septo 1840

Character assigned A 1 for 4 years