

No. 503 Survey held at Hull Date March 25th 1837
on the Brigleanor Master Moses Simpson
Tonnage 244 48 Built at Sunderland When built 1831
By whom built Richardson Owners Smith & Co
Port belonging to Scarborough Destined Voyage Pictou
If Surveyed Afloat or in Dry Dock Afloat

503

Length aloft..... 87 1 1/2 Feet. Inches. Extreme Breadth 25 9 1/2 Feet. Inches. Depth of Hold 11 Feet. Inches.

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	<u>15</u>		
Floors..... sided	<u>12</u>	<u>Moulded</u>	<u>12</u>
1 st Foothooks.....	"	"	"
2 nd Ditto.....	"	"	"
3 rd Ditto.....	"	"	"
Top Timbers.....	"	"	"
Deck Beams.....	<u>8</u>	<u>8</u>	<u>5</u>
Hold Beams.....	<u>11</u>	<u>11</u>	<u>7</u>
Keel.....	<u>11</u>	<u>11</u>	<u>13</u>
Kelsons.....	<u>11</u>	<u>11</u>	<u>13</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	<u>3</u>
Bilge Planks.....		Bilge Planks.....	<u>3</u>
Bilge to Wales.....		Ceiling in Flat.....	<u>2 1/2</u>
Wales.....	<u>4 1/2</u>	Ditto Bilge to Clamp.....	<u>1 1/2</u>
Topsides.....	<u>1 1/2</u>	Hold Beam Clamps.....	<u>3 1/2</u>
Sheer Strakes.....	<u>2 1/4</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>2</u>
Water-ways.....	<u>4</u>	Hold Beam Shelves.....	<u>-</u>
Upper Deck.....	<u>3</u>	Deck Beam ditto.....	<u>-</u>

Copper.

Inches.
Heel-Knee, and Dead Wood abaft.....
Scarp of Keel..... N°.
Floor Timber Bolts.....
Kelson ditto.....
Transoms and throats of Hooks.....
Arms of Hooks.....

Size of Bolts in Fastenings.

Copper.

Inches.
Bolts thro' the Bilge and Foot Waling.....
Butt End Bolts.....
Lower Pintle of the Rudder.....

Iron.

Inches.
Hold Beam.....
Deck Beam.....
same in Iron above the Copper.....

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is nothing Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects.

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

Her other Foothooks and Top Timbers of English Oak

Her Shifts of the first and second Foothooks are not less than nothing N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are Not seen, she appears a stout timbered vessel

The Frame is nothing squared from the first Foothook Heads upwards, and nothing free from sap, and from thence downwards, the frame is nothing

The alternate Frames are nothing bolted together.

The Butts of the Timbers are nothing close together; their thickness not less than nothing of the entire moulding at that place.

The Frame is nothing chocked with nothing Butt at each end of the chock.

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

The Scarphs of the Kelsons are not less than 5 feet nothing inches.

The Deck and Hold Beams are composed of English Oak & Oak, also American Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of nothing

From the first Foothook Heads to the Light Water Mark of nothing

From the Light Water Mark to the Wales of appears English Oak

The Wales and Black-strakes are of nothing

The Topsides of nothing

The Sheer-strakes of nothing

The Gunwales of English Oak

Water-ways of English Oak

The Shifts of the Planking are not less than nothing Feet nothing Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought nothing between.

Planking Inside.—The Clamps are composed of English Oak the Stringers of nothing

The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak

Fastenings.—To Hold Beams wood lagging knees, no stringers under on knees / broad

Deck Beams wood lagging knees, no hanging knees from any other beam

Number of Breasthooks five Pointers nothing Crutches nothing

Butts End Bolts are of nothing in the Bottom, and one Bolt in each Butt End through and clenched. not all

Bilge and Footwaling not bolted through and clenched. part bilge bolts thro'

General Quality of Workmanship fair

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

Builder's Name

Surveyor's Name M. D. Brigham

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

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	200	Chain	1 1/2	2
2	Fore Top Sails,	60	Hempen Stream Cable	1 1/2	1
2	Fore Topmast Stay Sails,	80	Hawser	8	2
1	Main Sails, 2 <i>triple</i>	90	Towlines	6 1/2	
2	Main Top Sails,	90	Warp	8	
and			All of	quality.	

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

She has one Long Boat and Stiff & jolly Boat

The present state of the Windlass is good Capstan good and Rudder good

General Remarks—Statement and Date of Repairs.

*This vessel appears in good fair condition all over
In 1835 the Frames tried & painted all over - the last July to the Copper
1832 Hooks rebolted with Copper - Cap Mann's Expert*

*The Kelsons are now fastened, preventer Copper Bolts
the floors & keel*

*She is not sufficiently secured about the side Beams
it is promised to be done on her return to Hull from
this voyage*

M. W. Brighams

If Sheathed, Doubled, or Felted, Coppered over paper to about 11 ft
and Date when last done 1835

And James of opinion this Vessel should be Classed A 1. 8 years

The Amount of the Fee.....£ 1 : 1 : is received by me, *M. W. Brighams*

Committee Minute 11 April 1837

Character assigned A 1 for 7 years

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