

5633

No. _____ Survey held at Rochester Date 31st Aug^r 1839
 on the Brig "John Bull" Master Henry Lord
 Tonnage 225 Built at Rochester When built 31st Aug^r 1839
 By whom built J. Crook Owners R. Pockley, B. Pockley, J. Pockley, C. Pockley, C. Pockley, C. Pockley
 Port belonging to London Destined Voyage _____
 If Surveyed Afloat or in Dry Dock Building

Length aloft 54 10 Extreme Breadth 24 8 Depth of Hold 14 10

Scantlings of Timber.

	Inches.	Inches.	Inches.
Timber and Space..... each	22	Middle	Ends
Floors..... sided	9	Moulded	9
1 st Foothooks..... "	8 ¹ / ₂	"	8 ³ / ₄
2 nd Ditto..... "	7 ¹ / ₂	"	7 ¹ / ₂
3 rd Ditto..... "	7	"	6 ¹ / ₂
Top Timbers..... "	6 ¹ / ₂	"	6 ¹ / ₂
Deck BeamsN°. of <u>17</u>	9 ¹ / ₂	"	8 ¹ / ₂
Hold BeamsN°. of <u>17</u>	9 ¹ / ₂	"	9 ¹ / ₂
Keel	11	"	12
Kelsons	12 ¹ / ₂	"	13

Thickness of Plank.

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

Copper.

	Inches.
Heel-Knee, and Dead Wood abaft	1 ¹ / ₈
Scarphs of Keel.....N°. <u>8</u>	1
Floor Timber Bolts	1
Kelson ditto	1
Transoms and throats of Hooks	1
Arms of Hooks	7 ¹ / ₈

Size of Bolts in Fastenings.

Copper.	Inches.	Iron.	Inches.
Bolts thro' the Bilge and Foot Waling	5 ¹ / ₈	Hold Beam	7 ¹ / ₈
Butt End Bolts	5 ¹ / ₈	Deck Beam	3 ¹ / ₄
Lower Pintle of the Rudder			
		same in Iron above the Copper.....	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2.3¹/₂ Inches. The Space between the Top-timbers is 2.6 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 3 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 ft 6 in & 4 ft 6 in

The Frame is fairly squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is same

The alternate Frames are — bolted together. 6 to top height N. B. If not, state how bolted.

The Butts of the Timbers are — close together; their thickness not less than 1/4 of 1/2 of the entire moulding at that place.

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

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

The Scarphs of the Kelsons are not less than 5 feet 3 inches.

The Deck and Hold Beams are composed of English Oak Waling at top

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Plum Flat all above

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of E. Oak

The Wales and Black-strakes are of E. Oak The Topsides of E. Oak

The Sheer-strakes and Plank-sheers of do The Water-ways of Eng Oak

The Decks of Quartz Deal State of New

The Shifts of the Planking are not less than 4 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 generally 3 between

Planking Inside.—The Limber-strakes are composed of English Oak the Bilge Planks of E. O.

The Ceiling, Lower Hold, of E. O. irregularly shifted Between Decks of English Oak

Shelf Pieces of E. O. Clamps of E. O.

Fastenings.—To Hold Beams 2 Iron Lodging Knives

Deck Beams one Iron Lodging Knife of Shelf & double in M^r Hatchway & Mast Room

Number of Breasthooks 4 Pointers 2 Crutches 1 only 10 ft

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

Bilge and Footwaling are 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 George Bayley

5633 Len

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 .	
	Fore Sails,	90	Chain ... <u>aff. 1 1/2</u>		Bower,
	Fore Top Sails,		Hempen Stream Cable		Stream,
	Fore Topmast Stay Sails,		Hawser		Kedge, <u>1. 2. 23</u>
	Main Sails,		Towlines		<u>1 - " - "</u>
	Main Top Sails,		Warp		
and			All of _____ quality.		

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has _____ Long Boat and _____

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

General Remarks—Statement and Date of Repairs.

Quality of material, good and sound, and had it been regularly squared and shifted in accordance with the Rules would have entitled her to the Class 12A. The shifts of the 1st futtocks are short (3 ft instead of 3 ft 6 in.) — The shifts of the outside Plank are under the length — the inside plank is very irregularly shifted & the frame is not quite square and free from sap as required by the Rule — She is notwithstanding these obvious deficiencies a good and substantial vessel of much better quality & workmanship than is required for 10A according to the Rules.

Shou not to be completed until her arrival in London

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

I am of opinion this Vessel should be Classed 10A

The Amount of the Fee.....£ 3 : 3 : is received by me, George Bayley

Special£ : :

Committee's Minute 20th Sept. 18.39

Character assigned 10 Years

Expenses of Two Tunnies to Rochester 17
2 Special Surveys £10.10/-



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