

No. 270

Survey held at Montrose

Date 8<sup>th</sup> April 1840

on the Brigantine Ocean

Master David Burns

Tonnage 165 <sup>340</sup>/<sub>3300</sub>

Built at Montrose

When built 1840

By whom built Messrs John Brown & Sons

Owners Calvert & Co

Port belonging to Montrose

Destined Voyage Baltic

If Surveyed Afloat or in Dry Dock

Length aloft.....

Feet.

Inches.

75

7/10

Extreme Breadth .....

Feet

Inches.

20

6/10

Depth of Hold .....

Feet.

Inches.

13

6/10

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	11 1/2		
Floors..... sided	10 1/2 Moulded	11	9
1 <sup>st</sup> Foothooks..... "	9	9	8 1/2
2 <sup>nd</sup> Ditto..... "	9	8 1/2	7
3 <sup>rd</sup> Ditto..... "			
Top Timbers .....	8	7	4 1/2
Deck Beams 18 Number of..... "	8	8	4 1/2
Hold Beams 7. Da. Do..... "	11	11	7
Keel .....	10	15	
Kelsons .....	10	16 1/2	

Thickness of Plank.

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

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft 6.4 ft	1	Bolts thro' the Bilge and Foot Waling .....	3/4	Hold Beam.....	7/8
Scarphs of Keel... Copper... N <sup>o</sup> . 10-	3/4	Butt End Bolts .....	5/8	Deck Beam .....	3/4
Floor Timber Bolts... Iron.....	1	Lower Pintle of the Rudder .....	2 1/2		
Kelson ditto..... Iron.....	1			same in Iron above the Copper .....	7/8
Transoms and throats of Hooks 6.4 ft	1/8				3/4
Arms of Hooks .....	3/4				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Hamburg White Oak and are quite free from all defects.

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

Her other Foothooks and Top Timbers of Foreign Oak

Her Shifts of the first and second Foothooks are not less than 3 feet 8 inches N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 4 feet

The Frame is well squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is well squared up

The alternate Frames are all bolted together.

The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is well chocked with plain Butt at each end of the chock.

The Main Kelson is composed of American Oak and the False Kelson of \_\_\_\_\_

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

The Deck and Hold Beams are composed of up deck Foreign & English Oak Hold beams Foreign Oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of American Elm

From the first Foothook Heads to the Light Water Mark of American Elm with English Oak hoods

From the Light Water Mark to the Wales of Dantzic Oak with English Oak hoods

The Wales and Black-strakes are of Dantzic Oak

The Topsides of Dantzic Oak

The Sheer-strakes of Dantzic Oak

The Gunwales of Dantzic Oak Water-ways of Dantzic Oak

The Shifts of the Planking are not less than 5 Feet \_\_\_\_\_ 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 \_\_\_\_\_ between.

**Planking Inside.**—The Clamps are composed of Dantzic Oak the Stringers of Dantzic Oak

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

**Fastenings.**—To Hold Beams with Oak lodging knees & 48 feet of 4 inch Oak stringer

Deck Beams with Oak lodging knees

Number of Breasthooks 5 Pointers 12 Crutches 1

Butts End Bolts are of 3/8 Copper in the Bottom, and one Bolt in each Butt End through and clenched. Inside

Bilge and Footwaling 3/4 Copper bolted through and clenched. Inside 12 on each side

General Quality of Workmanship is good

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

Builder's Name John Brown & Sons

Surveyor's Name Wm Young



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

A. Y

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	180	Chain .....	1 1/16	3	Bower,
1	Fore Top Sails,		Hempen Stream Cable.....		1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser .....	7	2	Kedge,
2	Main Sails,	80	Towlines .....	5	All of proper weight.	
2	Main Top Sails,	160	Warps.....	403		
and			All of <u>good</u> quality.		<u>A. Y</u>	

Her Standing and Running Rigging is \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has one Long Boat and one Skiff

The present state of the Windlass is Good Capstan good and Rudder supposedly hung with iron hinges

**General Remarks—Statement and Date of Repairs.**

I set forth and certify that I have surveyed this vessel through-  
out building and consider her a very substantial vessel built  
mostly of Foreign Oak but of good quality her scantling is  
large & well squared up and her timber and plank  
well shifted throughout she is partly iron & copper fastened  
with belge & Buttend bolts put through & clinched she is  
barricaded with oak to the lower part of the bends and with  
Danting for in the Bottom she is likewise well fitted up  
beside in her Rigging sails and other Maritime Stores

If Sheathed, Doubled, or Felted, \_\_\_\_\_  
and Date when last done \_\_\_\_\_

And I am of opinion this Vessel should be Classed 7 A. 1

The Amount of the Fee.....£ 2 : 2 : is received by me, Mr Young

Committee Minute 18th April 1840

Character assigned A 1 for 7 years

