

No. 270 Survey held at Montrose Date 8<sup>th</sup> April 1840 270  
 on the Brigantine Ocean Master David Burns  
 Tonnage 165 <sup>340</sup>/<sub>3300</sub> Built at Montrose When built 1840  
 By whom built Mr. Wm. Brown & Sons Owners Calvert & Co.  
 Port belonging to Montrose Destined Voyage Bathie  
 If Surveyed Afloat or in Dry Dock \_\_\_\_\_

No. 270

D.B.

Length aloft.....	Feet. <u>75</u> Inches. <u>11/16</u>	Extreme Breadth .....	Feet <u>20</u> Inches. <u>6/16</u>	Depth of Hold .....	Feet. <u>13</u> Inches. <u>9/16</u>
Scantlings of Timber.			Thickness of Plank.		
Timber and Space..... each	<u>11 1/2</u>	Inches Middle	<u>11</u>	Inches Ends	<u>9</u>
Floors..... sided	<u>10 1/2</u>	Moulded	<u>11</u>	<u>9</u>	
1 <sup>st</sup> Foothooks.....	<u>9</u>	"	<u>9</u>	<u>8 1/2</u>	
2 <sup>nd</sup> Ditto.....	<u>9</u>	"	<u>8 1/2</u>	<u>7</u>	
3 <sup>rd</sup> Ditto.....	<u>9</u>	"	<u>8 1/2</u>	<u>7</u>	
Top Timbers .....	<u>8</u>	"	<u>7</u>	<u>4 1/2</u>	
Deck Beams <u>18</u> Number of.....	<u>8</u>	"	<u>8</u>	<u>4 1/2</u>	
Hold Beams <u>7</u> D.A. Do.....	<u>11</u>	"	<u>11</u>	<u>7</u>	
Keel .....	<u>10</u>	"	<u>15</u>		
Kelsons .....	<u>10</u>	"	<u>15 1/2</u>		
Copper.			Size of Bolts in Fastenings.		
Heel-Knee, and Dead Wood abaft <u>4 1/2</u> feet.....	<u>1</u>	Inches			
Scarphs of Keel... <u>Copper</u> ... N <sup>o</sup> . <u>10</u> .....	<u>3/4</u>		Bolts thro' the Bilge and Foot Waling.....	<u>3/4</u>	
Floor Timber Bolts... <u>Iron</u> .....	<u>1</u>		Butt End Bolts .....	<u>5/8</u>	
Kelson ditto.....	<u>1</u>		Lower Pintle of the Rudder .....	<u>2 1/2</u>	
Transoms and throats of Hooks <u>Copper</u> .....	<u>1/8</u>				
Arms of Hooks .....	<u>3/4</u>				
					same in Iron above the Copper..... <u>7/8</u> / <u>3/4</u>
Iron.					
			Hold Beam.....	<u>7/8</u>	
			Deck Beam .....	<u>3/4</u>	

**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.

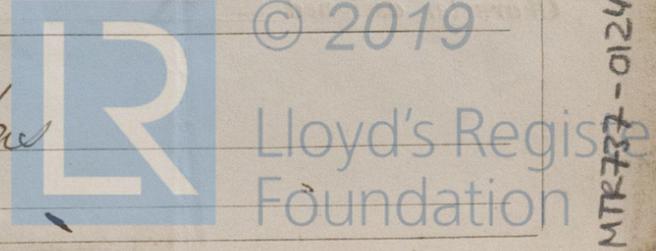
**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of American Elm. From the first Foothook Heads to the Light Water Mark of American Elm with English Oak hoods. From the Light Water Mark to the Wales of Dantzic Oak with English Oak hoods. The Wales and Black-strakes 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. G.*

She has SAILS.

CABLES, &c.

ANCHORS.

No.		Fathoms.		Inches.	No.
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 .....	2	2 Kedge,
2	Main Sails,	80	Towlines .....	5	All of proper weight.
2	Main Top Sails,	160	Warps.....	4 or 3	
and			All of <u>good</u> quality.		<i>A. G.</i>

Her Standing and Running Rigging is sufficient in size and good 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 throughout 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 shipt throughout she is partly iron & copper fastened with helge & Buttend bolts put through & clinched she is sheathed with oak to the lower part of the bends and with Plywood for in the Bottom she is likewise well fitted up vessel 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, M. W. Young

Committee Minute 18th April 1840

Character assigned A 1 for 7 years

