

No. 1801 Survey held at Sunderland Date October 1840

on the *San Juan* Master *J. Lewis*

Tonnage *Old 242 New 241* Built at *Sunderland* - When built *1840* -

By whom built *C. Taylor & Co* Owners *W. Thompson*

Port belonging to *Sunderland* Destined Voyage *London*

If Surveyed Afloat or in Dry Dock *Building* -

Length aloft *84* *0* Extreme Breadth *25* *6* Depth of Hold *15* *0*

Scantlings of Timber.				Thickness of Plank.			
				Outside.		Inside.	
Timber and Space.....	each	Inches.	Inches.				
Floors.....	sided	<i>10 1/2</i>	<i>11</i>	Keel to Bilge	<i>3 1/2</i>	Foot Waling	<i>3</i>
1 st Foothooks.....	"	<i>9 1/2</i>	<i>8 1/2</i>	Bilge Planks	<i>4</i>	Bilge Planks	<i>4</i>
2 nd Ditto.....	"	<i>8 1/2</i>	<i>8</i>	Bilge to Wales	<i>3 1/2</i>	Ceiling in Flat	<i>2 1/2</i>
3 rd Ditto.....	"	<i>7</i>	<i>7 1/2</i>	Wales	<i>4</i>	Ditto Bilge to Clamp	<i>2 1/2</i>
Top Timbers	"	<i>8</i>	<i>4 3/4</i>	Topsides	<i>2 1/2</i>	Hold Beam Clamps	<i>4</i>
Deck BeamsN ^o . of <i>19</i>	"	<i>8 1/2</i>	<i>8 1/2</i>	Sheer Strakes	<i>3</i>	Deck Beam Ditto.....	<i>3</i>
Hold BeamsN ^o . of <i>11</i>	"	<i>10 1/2</i>	<i>10 1/2</i>	Plank Sheers.....	<i>2 1/2</i>	Ceiling 'twixt Decks	<i>2</i>
Keel	"	<i>10</i>	<i>9</i>	Water-Ways	<i>4</i>	Hold Beam Shelves	<i>10 1/2</i>
Kelsons	"	<i>11</i>	<i>26</i>	Upper Deck	<i>3</i>	Deck Beam Ditto.....	"

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is *1 to 2* Inches. The Space between the Top-timbers is *3 to 4* Inches. The Stem, Stern Post, are composed of *Foreign Oak* the Transoms, Aprons,

Knight Heads, Hawse Timbers, of *English & Foreign Oak* and are *gently* free from all defects.

The Floors and first Foothooks are composed of *English and Stettin Oak* Timber.

The other Foothooks and Top Timbers of *English and Stettin Oak* -

The Shifts of the first and second Foothooks are not less than *3/7* - *3/10* N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are *generally fair* -

The Frame is *liberally* squared from the first Foothook Heads upwards, and *not* free from sap, and from thence downwards, the frame is *generally well squared*.

The alternate Frames are *not* bolted together. Every 2^d N. B. If not, state how bolted. *to 2 Heads*.

The Butts of the Timbers are *gently* close together; their thickness not less than *1/8* - *1/4* of the entire moulding at that place.

The Frame is *not* chocked with *no* Butt at each end of the chock.

The Main Kelson is composed of *Amer^{ca} Oak* - and the False Kelson of *Amer^{ca} Oak* -

The Scarphs of the Kelsons are not less than *8* feet *0* inches.

The Deck and Hold Beams are composed of *English and Stettin Oak* mostly *English 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 *Stettin Oak* -

The Wales and Black-strakes are of *Stettin Oak* - The Topsides of *Stettin Oak* -

The Sheer-strakes and Plank-sheers of *Stettin Oak* - The Water-ways of *Pitch Pine & English Oak* -

The Decks of *Yellow Pine* - State of *fair* -

The Shifts of the Planking are not less than *4* Feet *0* 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 *Two & Three* between

Planking Inside.—The Limber-strakes are composed of *Amer^{ca} Oak* - the Bilge Planks of *Amer^{ca} Oak* -

The Ceiling, Lower Hold, of *Therod & Amer^{ca} Oak* mostly *Therod Oak* - Between Decks of *Therod Oak* -

Shelf Pieces of *Stettin Oak* - Clamps of *Stettin Oak* -

Fastenings.—To Hold Beams *Iron Staple round one Pinbar, Stringer on Top & 8 pair of Iron Pines each side*.

Deck Beams *One Wood Lodging Piece, and Iron Lag hanging Piece* -

Number of Breasthooks *Four* - Pointers *one pair* - One Wood Crutches *2* Wood Transom Pines each side

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

Bilge and Footwaling *is* bolted through and clenched.

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

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 .	
2	Fore Sails,	180	Chain	18	3	Bower, $10\frac{3}{4}$ - $10\frac{1}{2}$ - 10
1	Fore Top Sails,	75	Hempen Stream Cable	$7\frac{3}{4}$	1	Stream, $3\frac{3}{4}$
2	Fore Topmast Stay Sails,	60	Hawser	$3\frac{1}{4}$	1	Kedge, $1\frac{1}{2}$
1	Main Sails,	80	Towlines	$5\frac{1}{2}$		
2	Main Top Sails,	80	Warp	$4\frac{1}{2}$		
and <u>usual Outfit of Mastsails</u>			All of <u>good</u> quality.			

Her Standing and Running Rigging Hemp sufficient in size and good in quality.

She has One Long Boat and Skiff

The present state of the Windlass is suff Capstan do and Rudder and B. are good and suff.
with Patent purchase

General Remarks—Statement and Date of Repairs.

Frame up to the 2^d Head is mixed with Eng and Foreign Oak.
Septimber nearly all Eng Oak: all of good scantling and generally good in quality
fairly wrought. Stepped and Shifted throughout; some of the Septimber, near
Sloop and Wain but on the whole the Frame is fairly and sufficiently strong
for the class: Mould Head and Mould Limbs very good: The scantling and
quality of Hold and Deck Beams good and sufficient.

The Outside and Inside Plank is all sawn from Logs: part of it during
the building; apparently fair in quality; tolerably well wrought and Shifted and
free from Sap: Remains of Eng Oak

Upper and Lower Deck Beams. Run. Ribs &c are well and sufficiently secured.

Commenced building in April 1840 Launched September 1840 was surveyed
as follows. $\frac{8}{5}$ $\frac{12}{5}$ $\frac{24}{5}$ $\frac{1}{6}$ $\frac{20}{6}$ $\frac{20}{7}$

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

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

The Amount of the Fee.....£ 3 : 0 : 0 is received by me,

Special£ : :

Committee's Minute 20th October 1840

Character assigned A 1 for 7 years.



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