

No. 3130 Survey held at Sunderland Date October 31/30 1846
on the ship John Bull Master John Duffie
Tonnage 486 New Built at Sunderland When built 1846
P. whom built Messrs J. & W. Hall Owners Messrs J. & W. Hall
Port belonging to London Destined Voyage London & Montreal
If Surveyed Afloat or in Dry Dock during the Building

Length aloft 121 Feet. 11 Inches. Extreme Breadth 28 Feet. 11 Inches. Depth of Hold 18 Feet. 9 Inches.

Scantlings of Timber.

	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Timber and Space..... each	14					
Floors..... sided	10.11		9			
1 st Foothooks.....	9.10		8			
2 nd Ditto.....	8.9		7			
3 rd Ditto.....	8		5			
Top Timbers.....	9 1/2		9 1/2	5 1/2		
Deck Beams N ^o 25 Average Space	4 1/4 - 6		11		11	8 1/2
Hold Beams N ^o 19 Average Space	3 1/4 - 7 1/4		12		13	
Keel.....						
Kelsons.....						

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	3	Foot Waling.....	3 1/4
Bilge Planks.....	4 1/2	Bilge Planks.....	4
Bilge to Wales.....	4 1/2	Ceiling in Flat.....	2 1/4
Wales.....	4 1/2	Ditto Bilge to Clamp.....	2 1/4
Topsides.....	3	Hold Beam Clamps.....	4 1/2
Sheer Strakes.....	3 1/2	Deck Beam Ditto.....	3 1/2
Plank Sheers.....	3 1/2	Ceiling 'twixt Decks.....	2 1/2
Water-Ways.....	7 1/2	Hold Beam Shelves.....	5
Upper Deck.....	3 1/4	Deck Beam Ditto.....	

Size of Bolts in Fastenings, distinguishing whether

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 4 1/2 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 and Foreign White Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 1 1/2 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good. The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared.

The alternate Frames are all bolted together. 1/2 Head N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/6 of the entire moulding at that place. The Frame is well chocked with 10 Butt at each end of the chock. The Main Kelson is composed of Amer. Oak and the False Kelson of Amer. Oak. The Scarphs of the Kelsons are not less than 6 feet 6 inches. The Deck and Hold Beams are composed of English Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer. Oak. From the first Foothook Heads to the Light Water Mark of Foreign White Oak. From the Light Water Mark to the Wales of Bang Oak and Oak Bay Oak at the End. The Wales and Black-strakes are of Afr. and Eng. Oak. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of Afr. and Eng. Oak. The Water-ways of Baltic Red Pine. The Decks of Indian Yellow Pine. State of good. The Shifts of the Planking are not less than 5 Feet 11 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 3 Strakes between.

Planking Inside.—The Limber-strakes are composed of Bang Oak the Bilge Planks of Bang Oak. The Ceiling, Lower Hold, of Bang Oak. Between Decks of Bang Oak. Shelf Pieces of Foreign Oak. Clamps of Bang Oak.

Fastenings.—To Hold Beams Iron Staple Lodging Nails, Strainer on Top and 8 Iron hanging Nails forming a Riding with the Arm carried down to the Bilge. Deck Beams Iron Staple Lodging Nails, the 12 Iron hanging Nails and 7 Staple Standard on each side, connected with the Hold Beams. Number of Breasthooks Six. Pointers 2 pair. One Crutches and 2 Transom Nails. Butts End Bolts are of Copper 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 Very good throughout.

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

Builder's Signature James Hall Surveyor's Signature John Brown

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,	240	Chain	1 1/2	3	Bower,	19 1/2
1	Fore Top Sails,	75	Hempen Stream Cable	9	1	Stream,	4 3/4
2	Fore Topmast Stay Sails,	60	Hawser	1 5/16	1	Kedge,	2 1/2
1	Main Sails,	75	Towlines	6			
2	Main Top Sails,	75	Warp	5 1/2			
	and <u>well found</u>		All of <u>good</u> quality.				

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

She has One Long Boat and two other Boats

The present state of the Windlass is sound Capstan Wreck and Rudder Sound
with Juncan

General Remarks—Statement and Date of Repairs.

was regularly surveyed during the building: notes taken at the following dates

25. 11. 16. 17. 30
3. 5. 6. 8. 9

Is a very superior ship for the class and worthy of a much higher price if the
market would have allowed it. J.B.

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

I am of opinion this Vessel should be Classed 9 A. 1. from October 1846

The Amount of the Fee.....£ 5: - is received by me, John Branton

Special£ 15. 15. 0

Certificate (if required)£ : :

Committee's Minute 29 Jan 1847

Character assigned A 1 for 9 years



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