

No. 3130 Survey held at Sunderland Date October 3/30 1846
 on the Ship John Bull Master John Duffell
 Tonnage 486 ^{New} Built at Sunderland When built 1846
436 ^{Old}
 For whom built John G. & W. Hall Owners Robert & Co. Temperley & Co.
 Port belonging to London Destined Voyage London & Montreal
 If Surveyed Afloat or in Dry Dock during the Building

| | | | | | |
|-------------------------------------|---------------------------------------|-----------------|---------------------------------|-----------------|-------------------------|
| Length aloft | Feet. <u>21</u> Inches. | Extreme Breadth | Feet. <u>28</u> Inches. | Depth of Hold | Feet. <u>18</u> Inches. |
| Scantlings of Timber. | | | Thickness of Plank. | | |
| Timber and Space | each <u>14</u> | Moulded | <u>13</u> Middle <u>10</u> Ends | Outside. | Inside. |
| Floors | sided <u>2-3</u> | | | Keel to Bilge | Foot Waling |
| 1 st Foothooks | " <u>10-11</u> | " | <u>9</u> | Bilge Planks | Bilge Planks |
| 2 nd Ditto | " <u>9-10</u> | " | <u>8</u> | Bilge to Wales | Ceiling in Flat |
| 3 rd Ditto | " <u>8-9</u> | " | <u>7</u> | Wales | Ditto Bilge to Clamp |
| Top Timbers | " <u>8</u> | " | <u>5</u> | Topsides | Hold Beam Clamps |
| Deck Beams N ^o <u>25</u> | Average Space } <u>4 to 6</u> | " | <u>9 1/2</u> | Sheer Strakes | Deck Beam Ditto |
| Hold Beams N ^o <u>14</u> | Average Space } <u>3 1/4 to 7 1/4</u> | " | <u>11</u> | Plank Sheers | Ceiling 'twixt Decks |
| Keel | " <u>12</u> | " | <u>9 1/2</u> | Water-Ways | Hold Beam Shelves |
| Kelsons | " <u>13</u> | " | <u>27</u> | Upper Deck | Deck Beam Ditto |

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 Inches. The Space between the Top-timbers is 4 to 6 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are wholly 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 inches. 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. to 3 heads N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/6 to 1/4 of the entire moulding at that place. The Frame is well chocked with no Butt at each end of the chock. The Main Kelson is composed of Amer^c Oak and the False Kelson of Amer^c 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^c Oak. From the first Foothook Heads to the Light Water Mark of Foreign White Oak. From the Light Water Mark to the Wales of Daug^c Oak and part Eng Oak at the Ends. The Wales and Black-strakes are of Amer^c and Eng^c Oak. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of Amer^c and Eng^c Oak. The Water-ways of Baltic Pine. The Decks of Indic Yellow Pine State of good. The Shifts of the Planking are not less than 5 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 3 Strakes between

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

Fastenings.—To Hold Beams Iron Staple Lodging Nails, Strangers on Top and 8 Iron hanging Nails forming a Riding with the Arms carried down to the Bilge. Deck Beams Iron Staple Lodging Nails, also 12 Iron hanging Nails and 7 Staple Standard on each side, connected with the Hold Beams. Number of Breasthooks Six Pointers 2 pair the Crutches and 2 Iron 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 John G. & W. Hall Surveyor's Signature John Duffell

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

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

She has One Long Boat and two other Boats

The present state of the Windlass is new Capstan Winch and Rudder new
with purchase

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

It is a very superior ship for the class and worthy of a much higher grade of the
marine insurance attached to it. SB

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

I am of opinion this Vessel should be Classed 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 29th Dec 1846

Character assigned A for 1st class
SB

