

No. 910 Survey held at Greenock Date 18 9.10  
 on the New Ship "John Cooper" Master Sam. Salmon  
 Tonnage 522.0 m. Built at Greenock When built 20th June 1840  
 By whom built Thomson & Spiers Owners Daniel Sharp  
 Port belonging to Greenock Destined Voyage Glyde to Australia  
 If Surveyed Afloat or in Dry Dock On Stocks

Length aloft	Feet. <u>128</u> <sup><u>6</u></sup> / <sub><u>10</u></sub>	Extreme Breadth	<u>Amidships</u> <u>26</u> <sup><u>2</u></sup> / <sub><u>10</u></sub>	Depth of Hold	Feet. <u>19</u> <sup><u>9</u></sup> / <sub><u>10</u></sub>	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>			
Timber and Space..... each	Inches. <u>14</u>	Inches Middle <u>14</u> Ends <u>14</u>	<b>Outside.</b>	Inches.	<b>Inside.</b>	Inches.
Floors..... sided	<u>13 1/2</u>	Moulded <u>14 1/2</u> "	Keel to Bilge	<u>3 1/2</u>	Foot Waling	<u>4 1/2</u>
1 <sup>st</sup> Foothooks..... "	<u>12</u>	" <u>11 1/2</u> "	Bilge Planks	<u>5 1/2</u>	Bilge Planks	<u>5</u>
2 <sup>nd</sup> Ditto..... "	<u>11</u>	" <u>10</u> "	Bilge to Wales	<u>4</u>	Ceiling in Flat	<u>3</u>
3 <sup>rd</sup> Ditto..... "	<u>10</u>	" <u>8 1/2</u> "	Wales	<u>5</u>	Ditto Bilge to Clamp	<u>3 1/2</u>
Top Timbers..... "	<u>9</u>	" <u>7 1/2</u> "	Topsides	<u>3</u>	Hold Beam Clamps	<u>2 strokes</u>
Deck Beams ....N°. of <u>19</u>	<u>11 1/2</u>	" <u>11 1/2</u> <u>8 1/2</u>	Sheer Strakes	<u>1 1/2</u>	Deck Beam Ditto. 2. D. 4.	<u>4 1/2</u>
Hold Beams ....N°. of <u>17</u>	<u>13</u>	" <u>12 1/2</u> <u>10</u>	Plank Sheers.....	<u>4</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Keel..... "	<u>13 1/2</u>	" <u>14 1/2</u> "	Water-Ways.....	<u>10</u>	Hold Beam Shelves	<u>5.4</u> <u>12</u>
Kelsons..... "	<u>14</u>	" <u>16 1/2</u> "	Upper Deck.....	<u>3 1/2</u>	Deck Beam Ditto.....	<u>5.4</u> <u>12</u>
<b>Copper.</b>			<b>Size of Bolts in Fastenings.</b>			
Heel-Knee, and Dead Wood abaft	Inches. <u>1 1/2</u>	<b>Copper.</b>		Inches.		
Scarphs of Keel.....N°. <u>8</u>	<u>8</u>	Bolts thro' the Bilge and Foot Waling	<u>1</u>	Hold Beam	<u>1</u>	
Floor Timber Bolts.....	<u>1 1/2</u>	Butt End Bolts	<u>3</u>	Deck Beam	<u>7</u>	
Kelson ditto.....	<u>1 1/2</u>	Lower Pintle of the Rudder	<u>3 1/2</u>		<u>8</u>	
Transoms and throats of Hooks	<u>1 1/2</u>			same in Iron above the Copper	<u>1 1/2</u>	
Arms of Hooks	<u>1 1/2</u>				<u>18 1/2</u>	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 1/2 Inches. The Space between the Top-timbers is 2 1/2 to 4 1/2 Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British Oak and are — free from all defects. The Floors and first Foothooks are composed of British Oak Timber. The other Foothooks and Top Timbers of British Oak. The Shifts of the first and second Foothooks are not less than 4 1/2 to 4 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 all well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is all well squared. The — Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are — close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is well choiced with — Butt at each end of the choick. Crow Choicks & full Butts keyed. The Main Kelson is composed of African Oak and the False Kelson of African Oak. The Scarphs of the Kelsons are not less than 6 feet 2 inches. The Deck and Hold Beams are composed of British 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 American & British Oak. From the Light Water Mark to the Wales of British & African Oak. The Wales and Black-strakes are of British & African Oak. The Topsides of British and African oak. The Sheer-strakes and Plank-sheers of British Oak & Elm. The Water-ways of Red Pine. The Decks of Yellow Pine State of New. The Shifts of the Planking are not less than 5 1/2 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 two & three between two mostly.

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

**Fastenings.**—To Hold Beams Iron lodging knees on Choicks in square body, Double lodging British oak. Deck Beams Iron lodging knees on Choicks in square body, Double lodging British oak knees in Cant bodies with. Number of Breasthooks five below & one above Pinters the forward; one Crutches of Iron & two pointers of Brit. Oak. Butts End Bolts are of Copper in the Bottom, and — Bolt in each Butt End through and clenched. Bilge and Footwaling Copper bolted through and clenched. General Quality of Workmanship Good.

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

Builder's Name

Surveyor's Name

John R. Cunningham



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Lloyd's Register Foundation



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	270	Chain .....	1 1/2	3	Bower
2	Fore Top Sails,	45	Hempen Stream Cable .....	9	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser .....	6	2	Kedge
1	Main Sails,	80	Towlines .....	5		
2	Main Top Sails,	80	<del>stream</del> <u>Chain</u> .....	1		
and <u>well found in other sails</u>			All of <u>good</u> quality.			

Her Standing and Running Rigging all new sufficient in size and good in quality.

She has a Long Boat and a Jolly Boat and Grinnace.

The present state of the Windlass is good Capstan good and Rudder good

new & Hawes' patent purchased } Four lead pumps good

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

Laid on in July 1839, and launched 2<sup>nd</sup> June 1840; Smoored at the three principal periods, and at other times. Specially while building. Frame all English and Welsh oak of good quality, and very well squared. Shifts of timbers good, built wholly in frame, all cross checked, and full <sup>& fitting</sup> putt bedded. Planking of good quality and well wrought. Shifted two and three between, three mostly, and when two is wrought the putt is not on same timber. Number of Ribs and fastenings as described. She has two Painters of British oak, and an Iron Grutch, alt; and the Wing and Rider Transoms are Originally Iron Riveted to the sides. Copper Bilge, putt and forewater better than and <sup>&</sup> clench. Nelson bolts three each side, and clench on rings on main deck. She is well finished. Workmanship generally good, and her store and furnishings are very complete, and of a best description.

If Sheathed, Doubled, Felted, or Coppered Sheathed with Pine When last done from Wales about 4 feet down

I am of opinion this Vessel should be Classed "A 1" amidsthips; to same ranges forward and aft, capped over paper to the Stakes in June 1840.

The Amount of the Fee.....£ 5 : 5 : - is received by me,  
Special .....£ 26 : 2 : -

John R. Gunning

Committee's Minute 20<sup>th</sup> October 1840

Character assigned A 1 in 10 Years