

No. 1153 Survey held at Dumbarton Date 18<sup>th</sup> Feb<sup>y</sup> 1842  
 on the New Barge "James Campbell" Master John Millar  
 Tonnage 326.2 m. Built at Dumbarton When built 15<sup>th</sup> February 1842  
 By whom built Denny & Rankin Owners John Millar & others  
 Port belonging to Glasgow Destined Voyage Clyde to Montreal  
 If Surveyed Afloat or in Dry Dock on Stock

Length aloft	100	1/10	Feet.	Inches.	Extreme Breadth	23	1/10	Feet.	Inches.	Depth of Hold	16	1/10	Feet.	Inches.
<b>Scantlings of Timber.</b>														
Timber and Space	each	23	Inches.											
Floors	sided	10 1/2	Moulded	12	Inches.									
1 <sup>st</sup> Foothooks	"	10	"	10	Inches.									
2 <sup>nd</sup> Ditto	"	9	"	8 1/2	Inches.									
3 <sup>rd</sup> Ditto	"	8	"	7	Inches.									
Top Timbers	"	7 1/4	"	6 1/4	5	Inches.								
Deck Beams	N <sup>o</sup> . of	16	"	9 1/2	6	Inches.								
Quarter Deck Beams	N <sup>o</sup> . of	8	"	7	5	Inches.								
Hold Beams	N <sup>o</sup> . of	13	"	10	8	Inches.								
Cabin Deck Beams	N <sup>o</sup> . of	3	"	9	8	Inches.								
Keel	"	12	"	14	5	Inches.								
Kelsons	"	12	"	14	5	Inches.								
Deck Beam Spaces	3 feet 3 inches, to 4 ft 6 inches.													
Hold Beam do.	3 feet 3 inches to 4 feet 6 inches.													
<b>Thickness of Plank.</b>														
<b>Outside.</b>														
Keel to Bilge		3	Inches.											
Bilge Planks		4 1/2	Inches.											
Bilge to Wales		3	Inches.											
Wales		4 1/2	Inches.											
Topsides		2 1/2	Inches.											
Sheer Strakes	2 Strakes	3 1/2	Inches.											
Plank Sheers		3	Inches.											
Water-Ways		6	Inches.											
Upper Deck		3	Inches.											
<b>Inside.</b>														
Foot Waling		3 1/2	Inches.											
Bilge Planks		4 1/2	Inches.											
Ceiling in Flat		3	Inches.											
Ditto Bilge to Clamp		3	Inches.											
Hold Beam Clamps		3	Inches.											
Deck Beam Ditto		3	Inches.											
Ceiling 'twixt Decks		2 1/2	Inches.											
Hold Beam Shelves	4 x 10 1/2 x 8 x 8	9 1/4	Inches.											
Deck Beam Ditto	4 1/2 x 9	9	Inches.											
Lower Deck Spiking		2 1/2	Inches.											
Upper Deck do.		2 1/2	Inches.											
<b>Size of Bolts in Fastenings.</b>														
<b>Copper.</b>														
Heel-Knee, and Dead Wood abaft	1 1/8	1	Inches.											
Scarphs of Keel	N <sup>o</sup> .	7/8	Inches.											
Floor Timber Bolts	1 1/8	1 1/8	Inches.											
Kelson ditto	1 1/8	1 1/8	Inches.											
Transoms and throats of Hooks	1 1/8	1 1/8	Inches.											
Arms of Hooks	7/8	3/4	Inches.											
<b>Iron.</b>														
Hold Beam		7/8	Inches.											
Deck Beam		7/8	Inches.											
same in Iron above the Copper														

**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 3 to 5 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 3 1/2 in to 3 1/4 in. 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 — free from sap, and from thence downwards, the frame is all well squared

The alternate 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 3 to 1/4 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. Cross chocks and Scarphs.

The Main Kelson is composed of Greenheart & Morra and the False Kelson of Elm

The Scarphs of the Kelsons are not less than Six feet — 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 Pitch Pine & British Oak

From the Light Water Mark to the Wales of British Oak, Greenheart, and Morra

The Wales and Black-strakes are of Greenheart, Morra & Brit Oak The Topsides of Pitch Pine

The Sheer-strakes and Plank-sheers of African and British Oak The Water-ways of Pitch 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 three between

**Planking Inside.**—The Limber-strakes are composed of American Oak the Bilge Planks of American Oak

The Ceiling, Lower Hold, of Amer Oak, Greenheart & Morra Between Decks of Pitch Pine

Shelf Pieces of American Oak Clamps of American Oak

**Fastenings.**—To Hold Beams Full's Patent Binding, with stringer above & below Beams and eight standard Iron Knees.

Deck Beams Double ledging British Oak Knees, with stringer, & eleven pair of Iron hanging Knees

Number of Breasthooks Six below Deck Pointers two aft Crutches one Iron aft

Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Footwaling Yellow Metal bolted through and clenched.

General Quality of Workmanship good Four transom Knees.

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 <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	200	Chain .....	1 1/2	3	Bower,
1	Fore Top Sails,	80	Hempen Stream Cable .....	7 1/2	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser .....	6	2	Kedge,
1	Main Sails,	80	Towlines .....	4 1/2		
2	Main Top Sails,	80	Warp .....	3 1/2		
	and well found in other Sails,	60	Stream Chain .....	1/8		
			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 Solly boat and gig

The present state of the Windlass is Good Capstan Good and Rudder Good You have pumps Good  
with Iron & Hancock's patent purchase

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

Laid on in January 1841, launched 15<sup>th</sup> February 1842. Surveyed at the three prescribed periods, and at other times specially while Building. Frame all English, <sup>& Welsh</sup> Oak of good quality, well squared and well seasoned; Built wholly in Frame. Shifts of Timbers good. Cross chocks and scarphs: Planking and ceiling of good quality, well wrought, and shifted three between: Number of Beams, fastenings, and spars as describes: Two Iron pointers, and an Iron crutch aft; and the wing and rider transoms are diagonally Iron knee to the sides. Bidge and Butt yellow metal bottles, through and clenched on rings. Nelson bolts through each floor, and clenched on rings on main keel. She is well finished, and her stores and furnishings are complete, and of a good description.

If Sheathed, Doubled, Felted, or Coppered Sheathed with Elm spine to about three or a half feet below the Masts, Coppered over paper to the Masts When last done in February 1842

I am of opinion this Vessel should be Classed "10A1."

The Amount of the Fee.....£ 4 : 0 : 0 is received by me,

Special .....£ 15 : 3 : 0

Committee's Minute 15<sup>th</sup> March 1842

Character assigned A 1 for 10 years



© 2021

Lloyd's Register  
Foundation