

No. 1188 Survey held at Greenock Date 21st March 1842
on the New Ship "John Gray." Master John Auld
Tonnage 478 G.M. Built at Greenock When built 16th March 1842
By whom built Thomson & Spiers Owners Gray & Roxburghs and others
Port belonging to Greenock Destined Voyage Clyde to Bombay
If Surveyed Afloat or in Dry Dock On Stocks

Length aloft	Feet. <u>118</u> ^{Inches.} <u>9/10</u>	Extreme Breadth <u>Amidships</u>	Feet. <u>27</u> ^{Inches.} <u>2/10</u>	Depth of Hold	Feet. <u>19</u> ^{Inches.} <u>5/10</u>
Scantlings of Timber.			Thickness of Plank.		
Timber and Space..... each	Inches. <u>29</u>	Inches. Middle <u>15</u>	Inches. Ends <u>5 1/2</u>	Outside.	Inside.
Floors..... sided	<u>14</u>	Moulded	<u>15</u>	Keel to Bilge	Foot Waling
1 st Foothooks	<u>12 1/2</u>	"	<u>12</u>	Bilge Planks	Bilge Planks
2 nd Ditto.....	<u>11</u>	"	<u>10</u>	Bilge to Wales	Ceiling in Flat
3 rd Ditto.....	<u>10</u>	"	<u>8 1/2</u>	Wales	Ditto Bilge to Clamp
Top Timbers	<u>9</u>	"	<u>6 1/2</u>	Topsides	Hold Beam Clamps <u>2 Strakes</u>
Deck Beams N°. of <u>21</u>	<u>10</u>	"	<u>11</u>	Sheer Strakes	Deck Beam Ditto <u>2 Strakes</u>
Hold Beams N°. of <u>18</u>	<u>12 1/2</u>	"	<u>12 1/2</u>	Plank Sheers.....	Ceiling 'twixt Decks
Keel	<u>12</u>	"	<u>14</u>	Water-Ways	Hold Beam Shelves
Kelsons	<u>14</u>	"	<u>17</u>	Upper Deck	Deck Beam Ditto.....
Deck Beam Spaces. <u>2 feet, to five feet 10 inches.</u>			<u>18</u>		<u>5 Strakes</u>
Hold do. <u>3 feet, to 7 feet 4 inches.</u>					<u>5 Strakes</u>
Copper.			Size of Bolts in Fastenings.		
Heel-Knee, and Dead Wood abaft ... <u>1 1/4</u> <u>1 1/8</u>	Inches.	Copper.		Inches.	
Scarphs of Keel..... N°. <u>1</u>		Bolts thro' the Bilge and Foot Waling		<u>1 1/8</u>	Hold Beam
Floor Timber Bolts	<u>1 1/8</u>	Butt End Bolts		<u>3/4</u>	Deck Beam
Kelson ditto	<u>1 1/8</u>	Lower Pintle of the Rudder		<u>3 1/2</u>	
Transoms and throats of Hooks	<u>1 1/8</u> <u>1 1/4</u>				
Arms of Hooks	<u>1 1/8</u> <u>7/8</u>				
			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 2 to 5 Inches. British and Adriatic Oak. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Adriatic Oak and are — free from all defects.

The Floors and first Foothooks are composed of Adriatic Oak Timber.

The other Foothooks and Top Timbers of Adriatic Oak

The Shifts of the first and second Foothooks are not less than 4 ft. 3 in. to 4 ft. 6 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 4 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. Crop Chocks and full Butts Stayed.

The Main Kelson is composed of American Oak and the False Kelson of American Oak

The Scarphs of the Kelsons are not less than 12 feet — inches.

The Deck and Hold Beams are composed of British and African 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

From the Light Water Mark to the Wales of Pitch Pine

The Wales and Black-strakes are of African Oak & Greenheart The Topsides of Greenheart

The Sheer-strakes, and Plank-sheers of African Oak & East India Oak The Water-ways of Red Pine

The Decks of Yellow Pine State of New

The Shifts of the Planking are not less than 5 ft. 6 in. 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 American Oak Between Decks of Pitch Pine

Shelf Pieces of American Oak Clamps of American Oak

Fastenings.—To Hold Beams Iron lodging knees on chocks, with stringer above and below Beams, & one pair of diagonal Iron hanging knees.

Deck Beams Iron lodging knees on chocks, with stringer, and a thirteen pair of diagonal Iron hanging knees

Number of Breasthooks four below & one above deck Pointers two Iron 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 very good. Four transom knees.

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

Builder's Name

Surveyor's Name

Wm. P. Cunningham

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 1 1/2	3	Bower S,
2	Fore Top Sails,	70	Hempen Stream Cable	9	1	Stream,
2	Fore Topmast Stay Sails,	70	Hawser	7	2	Kedge S,
1	Main Sails,	75	Towlines	5		
2	Main Top Sails,	60	Warp	1		
and well found in other sails.			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 Jolly Boat and gig

The present state of the Windlass is good Capstan good and Rudder good
with Glasston's Patent purchase Four lead pumps good.

General Remarks—Statement and Date of Repairs.

Laid on in May 1841, and launched 16th March 1842. Surveyed at the three prescribed periods, and other times specially while Building. Frame all Adriatic Oak, of good quality, well seasoned, and well squared. Built wholly in frame. Shifts of timbers good. Cross chocks all Butt lipped, and full Butt Keyes or Dowelled, mostly Keyes. Planking and Ceiling as on other side, of good quality, well fayed and wrought, and shifted three between. Number of Beams fastenings and spars as described. She has two Iron pointers and an Iron crutch aft, and the Wing and Rider Transoms, are well secured to the sides, with diagonal Iron knees. Bilge, Butt, and Gostwaling, Yellow metal bolts, through and clenched on rings; Nelson bolts through each floor, and clenched on rings on Main Keel. She is well finished, the workmanship throughout very good, and her stores and furnishings are complete, and of the best description.

Sheathed with Pine, from Males, to about three feet down amidships, and

If Sheathed, Doubled, Felted, or Coppered Yellow Metal over paper, to the Males When last done in March 1842.

I am of opinion this Vessel should be Classed "GA1."

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Special£ 23 : 18 : 0

Wm. R. Cunningham

Committee's Minute 10th May 1842

Character assigned A 1 for G. G. G.



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