

No. 1439 Survey held at Glasgow Date 19th January 1844
on the Barque "Jane Brown" Master John Wyllie
Tonnage 282 Built at Greenock When built 1834
By whom built Robert Steele & Coy. Owners Robert Sawrie & Co. & others
Port belonging to Glasgow Destined Voyage Clyde to
If Surveyed Afloat or in Dry Dock Afloat

Length aloft	Feet. 102	Inches 3	Extreme Breadth	Feet. 24	Inches. 11	Depth of Hold	Feet. 17	Inches. 6	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space	each	25		Outside.		Inches.	Inside.		Inches.
Floors	sided	11½	Moulded	12½		Keel to Bilge	3	Foot Waling	3½
1 st Foothooks	"	11	"	10		Bilge Planks	4½	Bilge Planks	4½
2 nd Ditto	"	10	"	8½		Bilge to Wales	3	Ceiling in Flat	3
3 rd Ditto	"	8 7/8	"	7		Wales	4½	Ditto Bilge to Clamp	3
Top Timbers	"	7	"	6	4¾	Topsides	2½	Hold Beam Clamps	11 x 5
Deck Beams N ^o . of 10	"	11	"	9½	6½	Sheer Strakes	3½	Deck Beam Ditto	3½
Quarter Deck Beams N ^o . of 8	"	9	"	6	5	Plank Sheers	3	Ceiling 'twixt Decks	2½
Hold Beams N ^o . of 12	"	11	"	11	8½	Water-Ways	7	Hold Beam Shelves	5 x 13
Keel	"	12½	"	13	"	Upper Deck	3	Deck Beam Ditto	5 x 13
Kelsons	"	13½	"	15 1/4	4			Lower deck spirketting	3
Deck Beam Spaces 4 feet 6 inches, to 5 feet								Upper cl.	3½
Hold Beam Spaces 6 feet, to 7 feet, 4 inches								Iron.	Inches.
Copper.			Size of Bolts in Fastenings.						
Heel-Knee, and Dead Wood abaft			Copper.						
Scarp of Keel	N ^o .		Bolts thro' the Bilge and Foot Waling			Hold Beam			
Floor Timber Bolts			Butt End Bolts			Deck Beam			
Kelson ditto			Lower Pintle of the Rudder			2½			
Transoms and throats of Hooks			}			same in Iron above the Copper.			
Arms of Hooks			}						

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 5½ 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 — N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are —. The Frame is — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is all well squared where seen. The alternate Frames are — bolted together. N. B. If not, state how bolted. The Butts of the Timbers are — close together; their thickness not less than — of the entire moulding at that place. The Frame is — chocked with — Butt at each end of the chock. The Main Kelson is composed of American Oak and the False Kelson of American Oak. The Scarphs of the Kelsons are not less than Six feet Six 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 Elm. From the Light Water Mark to the Wales of British Oak. The Wales and Black-strakes are of British & African Oak & Greenheart. The Topsides of Pitch Pine. The Sheer-strakes and Plank-sheers of African Oak. The Water-ways of Red Pine. The Decks of Yellow pine. State of Good. 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 and 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 British Oak. Shelf Pieces of American Oak Clamps of American Oak and pitch pine. **Fastenings.**—To Hold Beams Seven ledging knees on cheeks, with stringer above, and stout clamp below beams. Deck Beams Double ledging knees of British Oak and stringer, with seven pair of diagonal iron hanging knees. Number of Breasthooks five Pointers — Crutches —. Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Footwaling Copper bolted through and clenched. General Quality of Workmanship very good. Two transom knees.

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

Builder's Name James B. Cunningham
Surveyor's Name James B. 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,	200	Chain	1 1/4	3	Bower,
2	Fore Top Sails,	75	Hempen Stream Cable	8 1/2	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser	7 1/2	1	Kedge,
2	Main Sails,		Towlines			
2	Main Top Sails,	45	Warp	7/8		
and well found in other Sails			All of <u>Good</u> quality.			

Her Standing and Running Rigging found to be sufficient in size and fair in quality.

She has a Long Boat and Solly Boat

The present state of the Windlass is Good Capstan Double Winch and Rudder Good four lead pumps good
with Patent purchase Good

General Remarks—Statement and Date of Repairs.

At present, Seven new Stanchions of British Oak, on Starboard side. part new Rails and Bulwarks, and caulking in way of Stanchions and Waterways.

The quality of Bottom plank between Wales and light water-mark, was ascertained, by dubbing the Stern ends aft, and amidships, above the Copper. She is a well built vessel originally, and is now in a good state of repair and efficiency.

The Owners request a Survey for continuation, should she be eligible by the Rules. And as the upper deck Stamps only, are of Pitch pine, they will be willing to replace them, should this entitle her to a higher grade, than recommended. I have no opportunity of ascertaining correctly, how high the Elm in Bottom, was wrought, but infer, from the practice, at the time she was built, that it may be wrought to light water-mark, and reported accordingly.

If Sheathed, Doubled, Felted, or Coppered Coppered over plates to the Wale When last done in 1839.

I am of opinion this Vessel should be Classed "8 A1."

The Amount of the Fee.....£ 3 : 0 : 0 is received by me,

Special£ : :

Committee's Minute 23rd January 1844

Character assigned S A 1

John P. Manning

See survey for continuation
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