

No. 90 Port of Bristol Date March 24<sup>th</sup> 1835  
Survey of the Ship Sworn Master Brown  
Tonnage 478 Owners John Irving Port belonging to Bristol  
By whom built Holhouse Where built Bristol When built 1806  
Destined Voyage Quebec

90  
H

Dimensions.				Thickness of Plank.			
Feet. Inches.		Feet. Inches.		Outside.		Inside.	
Length of Keel.....		Depth of Hold .....		Bilge to Wales .....		Ceiling below Hold Beams ...	
Rake of Stem .....		Lower Hold .....		Short Hoods .....		Clamps and Bilge Planks.....	
D° of Stern Post.....		Between Decks .....		Bilge Planks .....		Upper Deck Planks and } .....	
Extreme Breadth .....				Bilge to Keel .....		Spirketting .....	
				Wales .....		Twixt Deck Ceiling.....	
				Topsides .....			
				Plank Shears.....			

  

Scantling of Timber.			
Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.
Timber and Space, each .....			
Floors in the middle .....			
— at the ends .....			
1 <sup>st</sup> Foothooks .....			
2 <sup>nd</sup> Foothooks .....			
3 <sup>rd</sup> Foothooks .....			
Frame .....			
Top Timbers .....			
Deck Beams middle .....			
— at the ends .....			
— Knees to d° .....			
Keel, N°. Lengths .....			
Main Kelson .....			
Scarphs at Kelson .....			

*No opportunity of acquiring any information of these particulars farther than is stated in my remarks on the other side.*

*E.C.*

Decks.	
Inches.	Inches.
Thickness.....	Water Ways.....

  

Bolts.	
Inches.	Inches.
Keel Knee and Dead Wood } .....	Butt Bolts.....
abaft .....	Hold Beam Bolts .....
Scarph of the Keel .....	Hooks forward at throat .....
Kelson Bolts .....	Hooks forward at arms.....
Bolts thro' the Bilge and Foot } .....	Transoms .....
Waling .....	Lower Pintle of the Rudder ..

We certify that the preceding is a correct description of the above-named Vessel. Witness hand, this day of

Builder's Name \_\_\_\_\_

Surveyor's Name \_\_\_\_\_

Masts, Yards, &c.			Sails.	
Sort Wood	Length, &c.		Nos.	Nos.
Bowsprit .....			2	Fore Topmast Stay Sails.....
Foremast .....			2	Fore Sail .....
Topmast .....			2	Fore Topsails .....
Fore Yard .....			2	Main Sails .....
Main Mast .....			2	Main Top Sails.....
Main Top Mast .....				And is generally well found in other sails. } <i>yes so informed by the Owner.</i>
Main Yard .....				
Mizen Mast .....				

*Appearing to be of proper dimensions*

*State to be of Red and Yellow pine. All in good order.*

  

Cables, Cordage, &c.			Anchors.		Boats.	
Fathoms.	Inches.		Nos.		3	Number and Description.
Cables, Hemp .....						
D° Iron.....			3	Bower / 23. 21. 20		Pinnaces
Hawser.....			1	Stream		Yawl
Towlines .....			1	Kedge		Guy
1 <sup>st</sup> Warp .....						
2 <sup>nd</sup> D° .....						

*Lengths stated by the Owner*

*The former very good the latter tolerably so*

Standing and Running Rigging is all found to be sufficient in size, and good in quality.

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

Owner's Name \_\_\_\_\_

Nautical Surveyor's Name \_\_\_\_\_



# SURVEYOR'S REMARKS.

## Surveyed Afloat.

### Timbering.

The Quality,  
Squaring, and  
Workmanship.

Her Timbers seen in the air shake between decks, are sided from 8 to 12 Inches. Moulded 7. Remarkably well squared, and as far as can be seen appeared in sound condition. Her Floors, in the way of the Timbers (at aft Main Hatchway) are sided from 12 to 13 Inches. Moulded clear of water course. 22. Room and space generally 2 feet. The whole frame is reported to be of British Oak.

### Planking.

Outside and Inside  
Quality, Edging,  
and Workmanship.

Her Wales are stated by Mr Irving to be English Oak, 6 Inch, and 4 Strakes below them of 5 Inch. A considerable part of her Topsides, appear to have been lately shifted, and replaced with Baltic pine of 3 Inch. Sheer Strakes, mostly renewed with English Spruce Oak of 4 Inch. The whole of the above looking in tolerably good order. There are many objectionable short shifts, and desultory graving pieces still therein. The thickness of the bottom plank, Mr Irving did not know. Inside Ceiling is English Oak 2 1/2 Inch excepting a little pine between decks. Clamps 4 1/2 Inch. Upper deck shelf, Lower deck Strangers are Pine 6 and 7 by 12. Lower deck Shelf & Oak 7 by 12, all in very fair condition.

### Fastenings.

If Sheathed,  
Doubled, or  
Felted.

Copper fastened to the Wales, Butt bolts through Sclerch. The Ballast being in I could not observe whether she was bitely bolted. Sheathed with Copper October 1832 upon Borradaile's patent Felt with full inch wood Shaking over (so stated by Mr Irving).

### Repairs.

Certificates of the above repair, and the date thereof were to have been furnished but are not yet received.

General Observations  
and Opinion as  
required by the  
Instructions.

This is a remarkably fine old ship, with a long raised quarter deck, and Top Gall Forecastle, most substantially built, is well secured, and her fastenings for the most part appear in good order. Her upper Deck about 4 years since was raised, when she had several new Beams; others scapled; and the wood knees refitted & renewed where required. These Beams sided from 9 to 12 Inches. Moulded 10; and 3 to 6 feet apart, are generally secured with a wood Lodging knee, and a spike shelf under, well bolted. Her lower deck Beams 14 by 11 (run fore and aft) are somewhat placed & secured with a single wood knee. And with Iron in the Hatchway, having a pine Stranger over, and an English Oak Shelf under, both well fastened, but the bolts in the Wood knees appear to be defective. She has 6 Stanchion Standards, each side in the Stern Decks - and she exhibits but little appearance of working at Beam Ends. Her Stern frame is very substantial. Very Transom Wood Knee. Keels of Stem Timbers well secured. She has 6 Wood and Brass hoops, and 1 of Iron forward - but some of the fastenings therein require to be renewed. The Kilder is of large dimensions with a heavy hog piece well lately fitted. On deck her appearance is very fair, the Waterway & Covering board (in one) are of Oak, and with the Stanchions substantial. The Waterway seen is exceedingly wide, and from the appearance of the Oakum through below - is impossible to be properly caulked. This Mr Irving states is to be remedied in Quebec - by shifting the Strake of Deck next to it. Her Decks are original but still tolerably good. Woodwork very new, and well secured with riding checks, but no knees. And from

Comm. Minute  
18 April 1835  
Class assigned  
E. 1.

The Amount of the Fee, £ 2 : 2 : , is received by me. Edward Drew  
all that I can observe, she is a firm and strong vessel, but having no opportunity of seeing any part of her frame, farther than is above described, and looking also at her age, with the objection of the Waterways &c I have before stated I hesitate to recommend her for the Discharge, but an opinion she is fully entitled to be considered an exceedingly good E. 1 vessel (if the Committee should think her strong enough).