

No. 805 Survey held at Glasgow Date 14th March 1840  
 on the Brig "Wardmill" Master Archibald W. Gillroy  
 Tonnage 1385 r.m. Built at St John (N.S.) When built June 1839  
 By whom built James Baird Owners John W. Coll & Co  
 Port belonging to Glasgow Destined Voyage Wedge to Montreal  
 If Surveyed Afloat or in Dry Dock in Ship's Dock

805

Length aloft	91	90	Extreme Breadth	23	22	Depth of Hold	14	11		
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>							
Timber and Space	each	12 1/2	Moulded	14	Outside	Keel to Bilge	3	Inside	Foot Waling	4
Floors	sided	12		11		Bilge Planks	4 1/2		Bilge Planks	4 1/2
1st Foothooks	"	11	"	11		Bilge to Wales	3		Ceiling in Flat	3
2nd Ditto	"	10	"	9 1/2		Wales	5 1/2		Ditto Bilge to Clamp	3
3rd Ditto	"	10	"	8		Topsides	3		Hold Beam Clamps	12 1/2
Top Timbers	"	9 1/2	"	6 1/2		Sheer Strakes	4 1/2		Deck Beam Ditto	5
Deck Beams	N° of	13	"	11 1/2		Plank Sheers	3 1/2		Ceiling 'twixt Decks	3
Hold Beams	N° of	15	"	12		Water-Ways	3		Hold Beam Shelves	1
Keel	"	12	"	14		Upper Deck	3		Deck Beam Ditto	11
Kelsons	"	12	"	13 1/4					Upper Deck Spacing	3
<b>Copper.</b>			<b>Size of Bolts in Fastenings.</b>			<b>Iron.</b>				
Heel-Knee, and Dead Wood abaft						Bolts thro' the Bilge and Foot Waling		Hold Beam		
Scarphs of Keel	N°					Butt End Bolts		Deck Beam		
Floor Timber Bolts						Lower Pintle of the Rudder	2 1/2			
Kelson ditto										
Transoms and throats of Hooks										
Arms of Hooks										

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 2 1/2 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, are composed of Black Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Black Birch, Spruce & Blackmatack and are free from all defects. The Floors and first Foothooks are composed of Black Birch Timber. The other Foothooks and Top Timbers of Spruce & Blackmatack. 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 all 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 Spruce and the False Kelson of Black Birch. The Scarphs of the Kelsons are not less than 5 feet \_\_\_\_\_ inches. The Deck and Hold Beams are composed of Spruce.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Black Birch. From the first Foothook Heads to the Light Water Mark of Spruce & Black Birch. From the Light Water Mark to the Wales of Spruce. The Wales and Black-strakes are of Spruce. The Topsides of Spruce. The Sheer-strakes and Plank-sheers of Spruce. The Water-ways of Spruce. 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 and three between \_\_\_\_\_

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

**Fastenings.**—To Hold Beams Double-bolting Round Spruce & Clamp above and below Beams, bolted through every timber and clenched. Deck Beams Double-bolting Round of Spruce & Spruce. Number of Breasthooks Five Pointers Five feet and two aft 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 Good.

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

Builder's Name \_\_\_\_\_  
 Surveyor's Name J. M. P. Currie



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
1	Fore Top Sails,	75	Hempen Stream Cable .....	4	1
2	Fore Topmast Stay Sails,	80	Hawser .....	5 1/2	1
1	Main Sails,	80	Towlines .....	4	
2	Main Top Sails,		Warp .....		
and well found in other sails			All of <u>good</u> quality.		

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

She has a Long Boat and olly Boat

The present state of the Windlass is good Capstan good and Rudder good Two Wood Pumps good

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

*Seams, and Butts in Bottom fixed and partially caulked, and Bottom coated; she is now in good condition, and fit to carry any cargo.*

If Sheathed, Doubled, Felted, or Coppered single Bottom Copper fastened When last done \_\_\_\_\_

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

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

*Wm. P. ...*

Committee's Minute 24<sup>th</sup> March 1840

Character assigned A 1 for 4 years

