

No. 2795 Survey held at Adrian Date 20<sup>th</sup> June 1845  
 on the Ship "Pioneer" Master A. J. Ellis  
 Tonnage 148 3/4 Built at Adrian When built 31<sup>st</sup> May 1850  
 By whom built Sarr & Shearer Owners Ellis & Co.  
 Port belonging to Saltreath Destined Voyage Adrian to  
 If Surveyed Afloat or in Dry Dock on Stock

Length aloft	78	3/10	Extreme Breadth	18	3/10	Depth of Hold	12	3/10
<b>Scantlings of Timber.</b>				<b>Thickness of Plank.</b>				
Room and Space	20	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.	
Floors.	sided 8 1/2	Moulded	9	Keel to Bilge	2 1/4	Limber Strakes	3 1/2	
1 <sup>st</sup> Foothooks.	8	"	7 1/2	Bilge Planks	3 1/2	Bilge Planks	3 1/2	
2 <sup>nd</sup> Ditto	7	"	7	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2	
3 <sup>rd</sup> Ditto	6 1/2	"	6	Wales	4	Ditto Bilge to Clamp	2 1/2	
4 <sup>th</sup> Timbers	6	"	5 1 1/2	Topsides	3	Hold Beam Clamps	3 1/2	
5 <sup>th</sup> Deck Beams N <sup>o</sup> 11	Average Space	"	7 1/2	Sheer Strakes	3	Deck Beam Ditto	3	
6 <sup>th</sup> Quarter Deck Decks N <sup>o</sup> 5	Average Space	"	6 1/2	Plank Sheers	2 1/2	Ceiling 'twixt Decks	2 1/4	
7 <sup>th</sup> Hold Beams N <sup>o</sup> 7	Average Space	"	8	Water-Ways	7	Hold Beam Shelves	7	
8 <sup>th</sup> El	"	"	9 1/2	Upper Deck	2 1/2	Deck Beam Ditto	4 1/2	
9 <sup>th</sup> Elsons	"	"	10 1/2			Lower deck	2 1/2	
<b>Size of Bolts in Fastenings, distinguishing whether</b>				<b>Iron.</b>				
<b>Copper or Iron.</b>				<b>Copper or Iron.</b>				
10 <sup>th</sup> El-Knee, and Dead Wood abaft	1 1/8			Bolts thro' the Bilge and Limber Strakes	3/4	Hold Beam	7/8	
11 <sup>th</sup> Scarp of Keel	N <sup>o</sup> Eight 7/8			Butt End Bolts	5/8	Deck Beam	7/8 3/4	
12 <sup>th</sup> For Timber Bolts	7/8			Lower Pintle of the Rudder	2 1/2			
13 <sup>th</sup> Elson ditto	7/8							
14 <sup>th</sup> Transoms and throats of Hooks	7/8 1/4							
15 <sup>th</sup> Elms of Hooks	7/8							

**Numbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 to 3 1/2 Inches. The Space between the Top-timbers is 2 to 6 Inches. The Stem, Stern Post, are composed of Red Cedar 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 (four or five floors of Quebec 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 1/2 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 1/4 to 1/2 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. Crop chocks at floor & see remarks.

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

The Scarphs of the Kelsons are not less than 5 1/2 feet — inches.

The Deck and Hold Beams are composed of Quebec Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Quebec Rock Elm

From the first Foothook Heads to the Light Water Mark of Red Pine

From the Light Water Mark to the Wales of Red Pine

The Wales and Black-strakes are of Quebec Oak The Topsides of Pitch Pine & Quebec Oak

The Sheer-strakes and Plank-sheers of Quebec & British 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 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 thru between

**Planking Inside.**—The Limber-strakes are composed of Quebec Oak & Pitch Pine the Bilge Planks of Pitch Pine & Quebec Oak

The Ceiling, Lower Hold, of Red Pine Between Decks of Red Pine

Shelf Pieces of Quebec Oak Clamps of Quebec Oak and Pitch Pine

**Fastenings.**—To Hold Beams Double lodging iron knees

Deck Beams Double lodging knees of British Oak, and shelf piece.

Number of Breasthooks Three Pointers — Crutches —

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

Bilge and Limber Strakes Yell. Metal bolted through and clenched. Treennails of British Oak

General Quality of Workmanship Good Two transom knees.

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

Builder's Signature \_\_\_\_\_ Surveyor's Signature John R. C. Munn



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,	170	Chain .....	1 1/2	2	Bower,
1	Fore Top Sails,	75	Hempen Stream Cable .....	6	1	Stream,
2	Fore Topmast Stay Sails,	120	Hawser .....	4 1/2	1	Kedge,
2	Main Sails,	120	Towlines .....	3		
2	Main Top Sails,		Warp .....			
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 Solly Boat

The present state of the Windlass is Good Capstan Double Wick and Rudder Good Pumps 2 cast metal, good  
with power barrens pat. purchase Good

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

Laid on in September 1849, launched 31<sup>st</sup> May 1850. Specially surveyed while building. Five of the midship floors of Quebec white oak, the rest of the frame English and Scotch oak, of good quality, and well squared. Built wholly in frame. Shift of timbers good, cross chocks at floors, first & second heads, butt tipped, above, Scarphs & full butts. Planking and ceiling good of their kind, well wrought, and shifted three between. Number of beams, spaces, and fastenings as described. Ridge, butt and foot waling, through Yellow metal bolter, and clenched. She is well finished, and the workmanship good, and her stores and furnishings are complete, and of a good description.

Certificates of the testing of chains, and weight of anchors promised to be produced, and will be forthwith transmitted.

Deck Beam Spaces, Hook to first beam, 3 feet. + 3 ft. 4 in. + 3 ft. 10 in. + 3 ft. 11 in. + 3 ft. 11 in. + 4 feet + 3 ft. 11 in. + 3 ft. 11 in. + 4 feet + 7 feet Main Hatch. + 4 feet + 3 ft. 11 in. Break beam double

Quarter Deck Beam Spaces, Break beam to first beam 3 ft. 3 in. + 3 ft. 9 in. + 3 ft. 9 in. + 3 ft. 11 in. + 2 ft. 7 in. + 3 ft. 3 in. to deck transom

Hold Beam Spaces, Apron to first beam 8 ft. 3 in. + 2 ft. 6 in. + 8 feet + 9 ft. 1 in. + 8 ft. 6 in. + 7 ft. 1 in. Main Hatch + 9 feet + 4 Cabin deck, and 2 Forecastle deck platform beams.

If sheathed, doubled, Felted, or Coppered Felted 2 courses above, & Yellow Metallic over paper below to nine feet fore? and nine & half feet aft, being about half head lines. When last done \_\_\_\_\_

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

The Amount of the Fee.....£ 2 : " : " is received by me, John R. Curran  
Special .....£ 10 : 10 : "

Certificate (if required) .....£ " : " : "

Committee's Minute 25<sup>th</sup> June 1850

Character assigned A 1 prop S Curran