

No. 3812 Survey held at Greenock Date 17<sup>th</sup> September 1857  
on the Ship "Canadian" Master Walter Guthrie  
Old Greenock Built at Greenock When built 1857 Launched 5<sup>th</sup> Sept 1857  
Tonnage New 704 5/16 Owners William Orr  
By whom built John Scott & Sons  
Port belonging to Greenock Destined Voyage Clidi to Cape of Good Hope  
If Surveyed while Building, Afloat, or in Dry Dock While building

Length aloft		Feet.		Inches.		Extreme Breadth Outside		Feet.		Inches.		Depth of Hold		Feet.		Inches.	
166 7/8		31 1/2		19 9/10		31 1/2		19 9/10		19 9/10		31 1/2		19 9/10		31 1/2	
Scantlings of Timber.		SIDED.		MOULDED.		Outside.		Thickness of Plank.		Inside.		Thickness of Plank.		Inside.		Thickness of Plank.	
		Inches.	Required	Inches.	Required	Inches.	Required	Inches.	Required	Inches.	Required	Inches.	Required	Inches.	Required	Inches.	Required
		In Ship.	per Rule	In Ship.	per Rule	In Ship.	per Rule	In Ship.	per Rule	In Ship.	per Rule	In Ship.	per Rule	In Ship.	per Rule	In Ship.	per Rule
TIMBER AND SPACE		30	3 1/2	13 1/2	13 1/2	13 1/2	13 1/2	4	4	5	4 1/2	5	4 1/2	5	4 1/2	5	4 1/2
Floors		12	1 1/4	10 1/2	10 1/2	10 1/2	10 1/2	4	4	5	4 1/2	5	4 1/2	5	4 1/2	5	4 1/2
1st Foothooks		12	1 1/4	10 1/2	10 1/2	10 1/2	10 1/2	4	4	5	4 1/2	5	4 1/2	5	4 1/2	5	4 1/2
2nd Ditto		12	1 1/4	10 1/2	10 1/2	10 1/2	10 1/2	4	4	5	4 1/2	5	4 1/2	5	4 1/2	5	4 1/2
3rd Ditto		12	1 1/4	10 1/2	10 1/2	10 1/2	10 1/2	4	4	5	4 1/2	5	4 1/2	5	4 1/2	5	4 1/2
Top Timbers		9 1/2	9 1/2	8 1/2	8 1/2	6 1/2	6 1/2	4	4	5	4 1/2	5	4 1/2	5	4 1/2	5	4 1/2
Deck } N° Average } Beams } Space }		9 1/2	9 1/2	8 1/2	8 1/2	6 1/2	6 1/2	4	4	5	4 1/2	5	4 1/2	5	4 1/2	5	4 1/2
Deck Beams, length amidships		28 feet	6 inches	13	12 3/4	13	11	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
Hold } N° Average } Beams } Space }		13	12 3/4	13	11	10 3/4	10 3/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
Hold Beams, length amidships		29 feet	16	14 1/2	16	16 1/2	16 1/2	4	4	4	4	4	4	4	4	4	4
Keel		16	14 1/2	16	16 1/2	16 1/2	16 1/2	4	4	4	4	4	4	4	4	4	4
Scarphs of Ditto		6 feet	6 feet	6 feet	6 feet	6 feet	6 feet	4	4	4	4	4	4	4	4	4	4
Keelsons		16	15 1/2	16 1/2	16 1/2	16 1/2	16 1/2	4	4	4	4	4	4	4	4	4	4
Scarphs of Ditto		7 feet	6 feet	6 feet	6 feet	6 feet	6 feet	4	4	4	4	4	4	4	4	4	4

Fastenings, distinguishing whether Copper or Iron; also of Treenails.		Copper or Iron		Inches required per Rule	
Heel-Knee, and Deadwood abaft.		1 1/2		1 1/2	
Scarp of Keel.....N°. 8		1 1/2		1 1/2	
Keelson Bolts through Keel at each Floor .....		1 1/2		1 1/2	
Bolts through Heels of Timbers against Deadwood .....		1 1/2		1 1/2	
Transoms and throats of Hooks ..		1 1/2		1 1/2	
Arms of Hooks .....		1 1/2		1 1/2	
Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors		1 1/2		1 1/2	
Butt End Bolts .....		1 1/2		1 1/2	
Pintles of the Rudder .....		1 1/2		1 1/2	
Hold Beam Bolts in Knees .....		1 1/2		1 1/2	
Shelf or Clamp .....		1 1/2		1 1/2	
Waterway .....		1 1/2		1 1/2	
Deck Beam Bolts in Knees .....		1 1/2		1 1/2	
Shelf or Clamp .....		1 1/2		1 1/2	
Nails or Bolts in Flat of Deck ....		1 1/2		1 1/2	
Treenails .....		1 1/2		1 1/2	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is close Inches. The Space between the Top-Timbers is 3 1/2 Inches.

The Floors consist of British Oak The First Foothooks of British Oak Timber.

The Second Foothooks of British Oak The Third Foothooks and Top Timbers of British Oak

The Shifts of the First and Second Foothooks are not less than 4 feet 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 to the Gunwale. 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 well chocked with slight & Butted at each end of the chocks The Main piece of Rudder is British Oak

The Main Keelson is Greenheart Reder ditto and free from all defects. The Main piece of Windlass is British Oak

The Stem, and Stern Post, consist of British Oak inner ditto British Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of British Oak Deadwood, of British Oak and are free from all defects.

The Deck and Hold Beams consist of Greenheart The Breasthooks of British Oak & Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Quarter Elm  
or to the First Foothook Heads }

From the above named Height to the Light Water Mark Pitch Pine

From the Light Water Mark to the Wales Greenheart

The Wales and Black-strakes are Greenheart The Topsides Greenheart

The Sheer-strakes and Plank-sheers Greenheart The Water-ways { Upper Deck Red Pine

The Decks Yellow Pine Lower Deck Spiketting Dantzic Oak

The Shifts of the Planking are not less than 5 Feet Inches. State of New and Good

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, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Dantzic Oak

The Ceiling, Lower Hold, and between Decks Dantzic Oak Shelf Pieces and Clamps, Upper Deck Dantzic Oak; Lower Deck, Greenheart & Dantzic Oak

Fastenings.—To Hold Beams Lodging knees in each Beam space, and eleven pairs of hanging knees

Deck Beams Lodging knees in each Beam space, and seven pairs of hanging knees, including three pairs of staple standards

Number of Breasthooks Seven, four of iron, others of wood Pointers One pair of iron, others of wood Crutches Two, one of these in twist Decks

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

Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of British Oak & Greenheart How Made Engine turned

Thickstuff over Double Floors Yellow Metal bolted through and clenched. General Quality of Workmanship Very good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature John Scott & Sons Surveyor's Signature John G. Thompson

CC491-0235



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> .	Weight.
Two	Fore Sails,	Chain .....	300	5 1/2 x 1 1/4	Bowers .....	1	27. 3. 1/2 Common
Two	Fore Top Sails,	" Stream .....	90	1 1/2	" .....	1	26. 3. 3 Patent
Two	Fore Topmast Stay Sails,	Hempen Stream Cable Manila .....	90	9 1/2	Stream, .....	1	13. - 1 common
One	Main Sails,	Hawser .....	90	7 1/2	" .....	1	13. - 1 common
Two	Main Top Sails,	Towlines .....	90	6	Kedges .....	2	5. 3. 0 1/2 Common
		Warp .....	90	4 1/2			
		All of <u>Good</u> quality.					

and well found in other sails  
Her Standing and Running Rigging Hemp sufficient in size and Good in quality.

She has One Long Boat and Pinnace, Jolly Boat and Gig.  
The present state of the Windlass is Good Capstan Double Winch Good Rudder Good Pumps Four lead. Good

### General Remarks and Statement and Date of Repairs, if any.

ATES of Surveys  
ld while building,  
per Section 35.

1st. When the Frame is completed  
2nd. When the Beams are put in, &c.  
3rd. { When completed, and before the }  
      { plank be painted or payed }

Specially Surveyed

Laid on October 1856, and launched 5<sup>th</sup> September 1857. Specially surveyed in accordance with Secretary's instructions dated 11<sup>th</sup> November 1856. She has fourteen pairs of diagonal iron straps 4 x 8 inch extending from upper Deck Clamps down first futtocks, let into frames, and bolted with 7/8 inch iron bolts. Forecastle Beams British Oak; clamps British Oak; sheerstrakes British Oak and African Oak; outside planking Mahogany and British Oak; inside ditto Pitch Pine; flat of Deck 3 inches.

The scantling of frames, thickness of planking, and sizes of fastening bolts are equal to that prescribed by the Rules. Spirit-letting above Hold Beams through bolted with 1 1/8 inch Yellow Metal bolts in each alternate timber. Yellow Metalled over paper from Keel to third lower strake of Keels. Workmanship very good. Ground tackle complete and of the best description. Testing Certificate of Chain Cables herewith.

The frames, planking, and fastening bolts being equal to the Rules, and Yellow Metal fastened in accordance with with Section 46; we are of opinion she may be classed 11 A1.

Deck Beam Spaces, Hook to first Beam 3 ft. 4 in. + 3 ft. 6 in. + 4 ft. 4 in. + 4 ft. 10 in. + 4 ft. 8 in. + 4 ft. 8 in. + 4 ft. 7 in. + 4 ft. 7 in. + 5 ft. 6 in. Fore Hatch. + 4 ft. 9 in. + 4 ft. 8 in. + 4 ft. 9 in. + 4 ft. 9 in. + 4 ft. 9 in. + 7 ft. 6 in. Main Hatch + 4 ft. 10 in. + 4 ft. 8 in. + 4 ft. 9 in. + 4 ft. 10 in. + 4 ft. 8 in. + 5 ft. After Hatch + 4 ft. 10 in. + 4 ft. 10 in. + 4 ft. 11 in. + 4 ft. 10 in. + 4 ft. 9 in. + 4 ft. 10 in. + 4 ft. 8 in. + 2 ft. 8 inches to Beam across Post.

#### 29 Deck Beams

Hold Beam Spaces, Hook to first Beam 6 ft. + 4 ft. 1 in. + 4 ft. 9 in. + 4 ft. 2 in. + 4 ft. 4 in. + 4 ft. 4 in. + 4 ft. 4 in. + 5 ft. 7 in. Fore Hatch. + 4 ft. 5 in. + 4 ft. 5 in. + 4 ft. 5 in. + 4 ft. 7 in. + 7 ft. 5 in. Main Hatch + 4 ft. + 4 ft. 8 in. + 4 ft. 6 in. + 4 ft. 5 in. + 4 ft. 6 in. + 5 ft. 1 in. After Hatch + 4 ft. 7 in. + 4 ft. 7 in. + 4 ft. 7 in. + 4 ft. 8 in. + 4 ft. 7 in. + 4 ft. 8 in. + 4 ft. 3 in. + 5 inches to Transom

#### 27 Hold Beams

Present condition of Caulking of Bottom, New and Good Deck, New and Good and Waterways New and Good

If Sheathed, Doubled, Felted, or Coppered Yellow Metalled over paper When last done September 1857

We are of opinion this Vessel should be Classed 11 A1

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

Special .....£ 35 : 5 : "

x Certificate .....£ " : " : "

Committee's Minute 22<sup>nd</sup> September 1857

Character assigned 11 A1

John B. Curran  
Thomas Congdon



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Deferred

Wrote Liverpool

Lloyd's Register Foundation