

No. 33 Survey held at Glasgow Date 31st December 1847
on the Brig "North" Master John Hewitt
Tonnage 185 Built at Cape Breton When built 1841
By whom built 145 2/100 Owners John Mitchell
Port belonging to Glasgow Destined Voyage Upwards
If Surveyed Afloat or in Dry Dock Patent Slip Classed 3rd Class
Lic No 6242 Ship on the

Length aloft	Feet. Inches. <u>75</u> <u>9</u>	Extreme Breadth	Feet. Inches. <u>22</u> <u>~</u>	Depth of Hold	Feet. Inches. <u>12</u> <u>3</u>
Scantlings of Timber.			Thickness of Plank.		
Timber and Space..... each	Inches. <u>23</u>	Inches. Middle Ends	Outside.		
Floors..... sided	<u>10</u>	Moulded <u>13</u> <u>8 1/2</u>	Keel to Bilge	Inches. <u>3 1/2</u>	Inside.
1 st Foothooks.....	<u>9</u>	" <u>9</u> <u>1 1/2</u>	Bilge Planks	<u>3</u>	Foot Waling
2 nd Ditto.....	<u>8 1/2</u>	" <u>1 1/2</u> <u>6 1/2</u>	Bilge to Wales	<u>3 1/2</u>	Bilge Planks
3 rd Ditto.....	<u>7 1/2</u>	" <u>6 1/2</u> <u>5</u>	Wales	<u>3</u>	Ceiling in Flat
Top Timbers	<u>7 1/2</u>	" <u>10</u> <u>1 1/2</u>	Topsides	<u>3 1/2</u>	Ditto Bilge to Clamp
Deck Beams <u>18</u> N° of <u>over 15</u> feet.....	<u>9</u>	" <u>9</u> <u>8</u>	Sheer Strakes	<u>3</u>	Hold Beam Clamps
Hold Beams <u>4</u> N° of <u>space 4</u> feet.....	<u>9</u>	" <u>13</u> <u>~</u>	Plank Sheers.....	<u>3</u>	Deck Beam Ditto <u>2</u> <u>shakes</u>
Keel	<u>8 1/2</u>	" <u>11</u> <u>~</u>	Water-Ways	<u>6</u>	Ceiling 'twixt Decks
Kelsons	<u>11</u>	" <u>11</u> <u>~</u>	Upper Deck	<u>2 1/2</u>	Hold Beam Shelves
					Deck Beam Ditto.....

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
Heel-Knee, and Dead Wood abaft	<u>1</u>	Copper or Iron.	Inches. <u>1 1/2</u>	Hold Beam	<u>7/8</u>
Scarp of Keel <u>Copper</u> N°.....	<u>3/4</u>	Bolts thro' the Bilge and Foot Waling	<u>1 1/2</u>	Deck Beam	<u>7/8</u>
Floor Timber Bolts <u>Iron</u>	<u>1</u>	Butt End Bolts	<u>1 1/2</u>		
Kelson ditto	<u>1</u>	Lower Pintle of the Rudder	<u>2 1/4</u>		
Transoms and throats of Hooks	<u>1</u>				
Arms of Hooks	<u>1 1/2</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 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 Pine and Spruce and are free from all defects. The Floors and first Foothooks are composed of Black Birch Timber. The other Foothooks and Top Timbers of Black Birch Pine and Spruce. 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 not seen. The Frame is ~ squared from the first Foothook Heads upwards, and ~ free from sap, and from thence downwards, the frame is 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 Black Birch and the False Kelson of Black Birch. The Scarphs of the Kelsons are not less than 4 feet ~ inches. The Deck and Hold Beams are composed of Spruce (some of Black Birch).

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 Black Birch. From the Light Water Mark to the Wales of Black Birch. The Wales and Black-strakes are of Black Birch. The Topsides of Black Birch and Red Pine. The Sheer-strakes and Plank-sheers of Quebec Oak. The Water-ways of Pine. The Decks of Pine State of Good. The Shifts of the Planking are not less than 5 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 Chain Strakes between

Planking Inside.—The Limber-strakes are composed of Black Birch the Bilge Planks of Black Birch. The Ceiling, Lower Hold, of Spruce Between Decks of Spruce. Shelf Pieces of Pine Clamps of Pine. **Fastenings.**—To Hold Beams Iron and Wood Bolting Nails.

Deck Beams Shelf piece and double (Spruce), Bolting Nails to iron beam, 3 Pair of Iron diagonal hanging Nails with long side pins as ribs, 10 lbs to Bilge. Number of Breasthooks Three Pointers One Pair Crutches ~. Butts End Bolts are of Copper and Iron the Bottom, and One Bolt in each Butt End through and clenched. Bilge and Footwaling Copper and Iron Bolted through and clenched. General Quality of Workmanship ~.

We certify that the preceding is a correct description of the above-named Vessel,
Builder's Name _____ Surveyor's Name John Mitchell
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GLS140-0034

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,	80	Chain	18 1/8	2	Bower, 10-0-0 x 8-0-0	
2	Fore Top Sails,	50	Hempen Stream Cable	4	1	Stream, 5-0-0	estimated
2	Fore Topmast Stay Sails,	50	Hawser	4	1	Kedge, 2-0-0	Weights
3	Main Sails,	-	Towlines	-			
2	Main Top Sails,	40	Warp	5 1/2			
and all other requisite Sails			All of <u>good</u> quality.				

Her Standing and Running Rigging Complete sufficient in size and good in quality.

She has One 14 1/2 Foot Long Boat and One 14 Foot Sloop Boat

The present state of the Windlass is Good Capstan Good and Rudder Good

General Remarks—Statement and Date of Repairs.

Repair at Present, Shipped the Yellow Metal Sheathing, Clean dubbed the Bottom and Upper Work. Shipped the midship Plankings and the side Plankings down to the Wale on each side, from the Luff of the Bow to the Stern and the entire Shear Strake from Stem to Stern.

Renewed and scraped several top timbers on each side with Yellow Pine. Top side planking with Red Pine, and American elm after shodding. The Shear Strake and Plankings renewed with Quebec White Oak, scraped pieces to three Deck Beam ends (Yellow Pine) and renewed the Siding Knee. Removed a Strake of the Ceiling out first Forethwart head from Stem to Stern for examination of the timbers of the frame, which were all found sound and in good condition and renewed with Yellow Pine. Drove out and renewed a number of Veneers in the Bottom and Wale, put in several additional butt and bidge Rolly of Yellow Metal through and clenched, a New Main piece to Rudder and new Gripe. One Bow heading on the Starboard side renewed with American elm, all the Deck Beam out and in Rolly new, fitted 3 pair of additional Iron hanging knee to Deck Beam with Rider connector bolts to Ridges.

Caulked from the Keel to the Third Lum on Deck, and Sheathed the Bottom with Yellow Metal over Patent Felt to the 9 foot aft and 8 feet forward water marks.

Worked in accordance with the Rule Section 63.

This Vessel is now in good condition and fit for the safe conveyance of Goods and Perishable Cargoes.

If Sheathed, Doubled, Felted, or Coppered Yellow Metal over Felt When last done December 1847

I am of opinion this Vessel should be Classed A. 1

The Amount of the Fee.....£ 2 : - : - is received by me,

Special£ 2 : 2 : -

Certificate (if required)£ - : 5 : -

Committee's Minute 4th Jan'y 1848

Character assigned A. 1 B. 4 1847



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