

No. 589 Survey held at Liverpool Date 9 March 1835 589  
 on the Barge James Master George Pettigell  
 Tonnage 491 Built at New Scotia When built 1834  
 By whom built J. Bellas Owners W. Holman  
 Port belonging to St John N B. Destined Voyage Liverpool to Philadelphia  
 If Surveyed Afloat or in Dry Dock Surveyed afloat

Length aloft..... Feet. Inches. Extreme Breadth ..... Feet. Inches. Depth of Hold ..... Feet. Inches.  
 29 11/2 21

**Scantlings of Timber.**

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	30		
Floors..... sided	15 1/2	Moulded	17 1/2
1 <sup>st</sup> Foothooks..... "		"	"
2 <sup>nd</sup> Ditto..... "		"	"
3 <sup>rd</sup> Ditto..... "		"	"
Top Timbers..... "	12		8
Deck Beams..... "	13 1/2	13	10 1/2
Hold Beams..... "	13	14	11
Keel..... "			
Kelsons..... "	14	15 1/2	12 1/2

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	4
Bilge Planks.....		Bilge Planks.....	8
Bilge to Wales.....		Ceiling in Flat.....	3 1/2
Wales.....	6	Ditto Bilge to Clamp.....	3 1/2
Topsides.....	3 1/4	Hold Beam Clamps.....	3 1/2
Sheer Strakes.....	4 1/2	Deck Beam Ditto.....	5 1/2
Plank Sheers.....	5	Ceiling 'twixt Decks.....	3 1/2
Water-ways.....	9	Hold Beam Shelves.....	10 1/2 + 14 1/2
Upper Deck.....	3 1/2	Deck Beam ditto.....	7 + 16

**Size of Bolts in Fastenings.**

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....		Bolts thro' the Bilge and Foot Waling.....	1/8	Hold Beam.....	
Scarphs of Keel..... N°.		Butt End Bolts.....	3/4	Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....			
Kelson ditto.....				same in Iron above the Copper.....	
Transoms and throats of Hooks.....					
Arms of Hooks.....					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is 2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Birch and are \_\_\_\_\_ free from all defects. as far as can be seen.

Her Floors and first Foothooks are composed of Birch Timber.  
 Her other Foothooks and Top Timbers of Spice & Pine  
 Her Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N.B. When reported by you less than the prescribed Rule, then 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 top timbers all in sight well squared  
 The alternate Frames are \_\_\_\_\_ bolted together.  
 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 Birch and the False Kelson of Birch  
 The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches.  
 The Deck and Hold Beams are composed of Pine

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Birch  
 From the first Foothook Heads to the Light Water Mark of Birch  
 From the Light Water Mark to the Wales of Pine  
 The Wales and Black-strakes are of Pine  
 The Topsides of Pine  
 The Sheer-strakes of Pine  
 The Gunwales of Pine Water-ways of Pine  
 The Shifts of the Planking are not less than 5 1/2 feet + 2 between N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. + 3 1/2 feet + 3 between

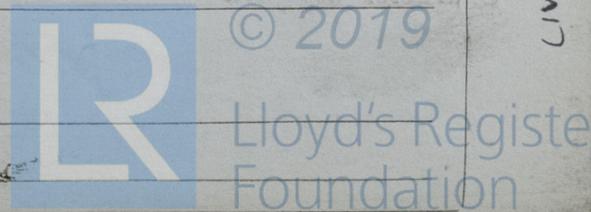
**Planking Inside.**—The Clamps are composed of Pine the Stringers of Pine  
 The Bilge Planks of Birch up to 2nd foothook heads and the remainder of the Ceiling of Yellow pine

**Fastenings.**—To Hold Beams double wood bolging knees.  
 Deck Beams double wood bolging knees.  
 Number of Breasthooks 6 Pointers forward 4 Crutches Pointers aft  
 Butts End Bolts are of Copper in the Bottom, and 1 Bolt in each Butt End through and clenched.  
 Bilge and Footwaling Copper bolted through and clenched.  
 General Quality of Workmanship is good

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

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

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



LIV572-0213

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
2	Fore Sails,	220	Chain .....	1 1/4	3
2	Fore Top Sails,	90	Hempen Stream Cable.....	7/8	1
1	Fore Topmast Stay Sails,	75	Hawser .....	4 1/2	1
1	Main Sails,		Towlines .....		
2	Main Top Sails,		Warp .....		
and 1 <u>do</u> of other sails			All of <u>good</u> quality.		

Her Standing and Running Rigging is new sufficient in size and quantity in quality. good

She has a Carvel Long Boat and Pinnace & Jolly Boat

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

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

*A well built ship good materials and well fastened  
fit to carry dry and general cargoes with perfect  
safety and in our opinion entitled to be classed  
4 A.*

*Per Com P Hamiltons Letter 2 April 1835  
Was built at Nova Scotia by Mr P Kellows  
and launched the 4<sup>th</sup> of October 1834 Length  
121 feet 9 Inches breadth 29 feet 11 1/2 Inches; depth  
of hold 21 feet.*

If Sheathed, Doubled, or Felted, single bottom  
and Date when last done \_\_\_\_\_

And in our of opinion this Vessel should be Classed 4 A

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, N Hamilton

Committee Minute 7 April 1835

Character assigned A 1 for 4 years  
M.H. S.B.

No. 10558  
Barge James 497 tons  
28 Nov 1835  
D. J. Ward built

