

No. 1308 Survey held at Liverpool Date 16 May 1836 1308  
 on the Ship Drydock Master Robt Hamilton  
 Tonnage 341 Built at Montreal When built 1831  
 By whom built Johnston Owners A Pauline  
 Port belonging to Liverpool Destined Voyage Liverpool Montreal  
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft..... 105 Feet 1 Inches. Extreme Breadth ..... 27 Feet 1 Inches. Depth of Hold ..... 18 Feet 4 Inches.

Scantlings of Timber.				Thickness of Plank.			
Timber and Space	Inches	Inches Middle	Inches Ends	Outside.	Inches	Inside.	Inches
Floorboards.....	<u>Carrot Oak</u>			Keel to Bilge .....		Foot Waling.....	
Foothooks.....	"			Bilge Planks.....		Bilge Planks.....	<u>Part larger in</u>
Ditto.....	"			Bilge to Wales.....	<u>3</u>	Ceiling in Flat.....	
Ditto.....	"			Wales.....	<u>5</u>	Ditto Bilge to Clamp.....	<u>3</u>
Top Timbers.....	<u>9-11</u>	<u>6 3/4</u>		Topsides.....	<u>1 1/2</u>	Hold Beam Clamps.....	<u>4</u>
Deck Beams.....	<u>9-10</u>	<u>6</u>		Sheer Strakes.....	<u>3 3/4</u>	Deck Beam Ditto.....	<u>4</u>
Mold Beams.....	<u>9 1/2</u>	<u>9</u>		Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>2 1/2</u>
Keel.....	<u>12</u>	<u>12</u>		Water-ways.....	<u>8</u>	Hold Beam Shelves.....	<u>4 + 13 1/2 + 13 1/2</u>
Kelsons.....	<u>13 1/2</u>	<u>13 1/2</u>		Upper Deck.....	<u>3</u>	Deck Beam ditto.....	<u>5 + 13 1/2</u>

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

**Planking.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Yackee Oak and are \_\_\_\_\_ free from all defects. as far as possible

Her Floors and first Foothooks are composed of Carrot Oak Timber.

Her other Foothooks and Top Timbers of Yackee Oak

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 all in square 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 Yackee Oak and the False Kelson of Yackee Oak

The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches.

The Deck and Hold Beams are composed of Yackee Oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of \_\_\_\_\_

From the first Foothook Heads to the Light Water Mark of \_\_\_\_\_

From the Light Water Mark to the Wales of Yackee Oak

The Wales and Black-strakes are of Yackee Oak

The Topsides of Yackee Oak

The Sheer-strakes of Yackee Oak

The Gunwales of Yackee Oak Water-ways of Yackee Oak

The Shifts of the Planking are not less than 5 Feet \_\_\_\_\_ Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought 2 & 3 between. as far as possible

**Planking Inside.**—The Clamps are composed of \_\_\_\_\_ the Stringers of \_\_\_\_\_

The Bilge Planks of Yackee Oak and the remainder of the Ceiling of Yackee Oak

**Fastenings.**—To Hold Beams double V L & double Stringers

Deck Beams double V L & double Stringers

Number of Breasthooks Carrot Oak Pointers Carrot Oak Crutches Carrot Oak

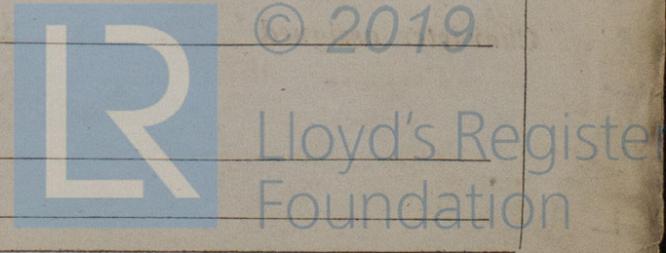
Butts End Bolts are of as nine in the Bottom, and \_\_\_\_\_ Bolt in each Butt End through and clenched.

Bilge and Footwaling as nine 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 \_\_\_\_\_



Her Masts, Yards, &c. are in \_\_\_\_\_ 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,		Chain ..... <i>1 1/2 fms</i> .....		Bower,
2	Fore Top Sails,		Hempen Stream Cable.....		Stream,
2	Fore Topmast Stay Sails,		Hawser .....		Kedge,
1	Main Sails,		Towlines .....		All of proper weight.
2	Main Top Sails,		Warp .....		
and <i>will send in the sails</i>			All of <i>good</i> quality.		

Her Standing and Running Rigging is \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has *curved* Long Boat and *Jolly boat*

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

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

*2 Wood Planks good*

*Notice has been given by me that she required 2 fathoms of Chambrac & 1/2 fms of Bower anchor*

*Appears a well built ship materials in sight good  
Deck strong on bottom every 2 feet stringers below every 18 inches.  
Keel well fitted & bolted in very good order throughout  
Not taking dry & perishable cargoes with perfect safety*

If Sheathed, Doubled, or Felted, *Sheathed with copper on paper*

and Date when last done *August 1833*

And *I* of opinion this Vessel should be Classed *A 2*

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

Committee Minute *24 May* 183*6*

Character assigned *A 2 for 7 years*  
*J. M. S.*



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