

\*14017

No. 4017 Survey held at Leamington Date March 10<sup>th</sup> 1841  
 on the Ship Velocity Master J. B. B. B.  
 Tonnage 234 Built at Tatamagouche N.S. When built 1840  
 By whom built 337 New Owners James Maxwell  
 Port belonging to Portaferry Destined Voyage Widger  
 If Surveyed Afloat or in Dry Dock \_\_\_\_\_

Length aloft	85 <sup>6</sup> / <sub>10</sub>	Extreme Breadth	21 <sup>9</sup> / <sub>10</sub>	Depth of Hold	14 <sup>5</sup> / <sub>10</sub>
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Timber and Space	each 24	Inches Middle	Inches Ends	<b>Outside.</b>	<b>Inside.</b>
Floors	sided 12	Moulded 13		Keel to Bilge	Foot Waling
1 <sup>st</sup> Foothooks	"	"		Bilge Planks	Bilge Planks
2 <sup>nd</sup> Ditto	"	"		Bilge to Wales	Ceiling in Flat
3 <sup>rd</sup> Ditto	"	"		Wales	Ditto Bilge to Clamp
Top Timbers	" 9 1/2	" 6 7/8		Topsides	Hold Beam Clamps
Deck Beams	N <sup>o</sup> . of 16	" 11	" 11	Sheer Strakes	Deck Beam Ditto
Hold Beams	N <sup>o</sup> . of 11	" 11 1/2	" 10 5/8	Plank Sheers	Ceiling 'twixt Decks
Keel	"	"	"	Water-Ways	Hold Beam Shelves
Kelsons	" 12 1/2	" 13	" 10	Upper Deck	Deck Beam Ditto
<b>"Size of Bolts in Fastenings."</b>					
<b>Copper.</b>			<b>Iron.</b>		
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling		Hold Beam	
Scarphs of Keel	N <sup>o</sup> .	Butt End Bolts		Deck Beam	
Floor Timber Bolts		Lower Pintle of the Rudder			
Kelson ditto					
Transoms and throats of Hooks				same in Iron above the Copper	
Arms of Hooks					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inches. The Space between the Top-timbers is 2 Inches. The Stem, Stern Post, are composed of Burch & Blackwood the Transoms, Aprons, Knight Heads, Hawse Timbers, of Spine and are free from all defects. The Floors and first Foothooks are composed of Burch Timber. The other Foothooks and Top Timbers of Spine & Pine. 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 \_\_\_\_\_. The Frame is \_\_\_\_\_ squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_. 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 \_\_\_\_\_ and the False Kelson of \_\_\_\_\_. The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches. The Deck and Hold Beams are composed of Yellow Pine.

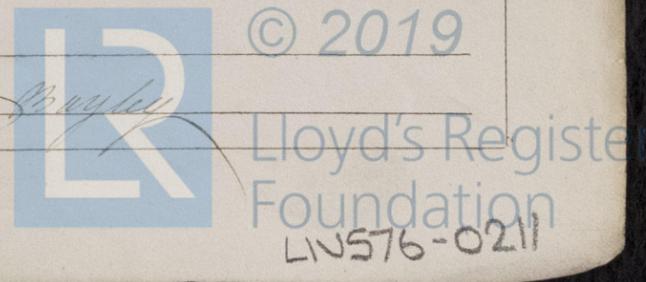
**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Burch. From the first Foothook Heads to the Light Water Mark of Burch. From the Light Water Mark to the Wales of Burch & Pine. The Wales and Black-strakes are of Pine. The Topsides of Pine. The Sheer-strakes and Plank-sheers of Pine. The Water-ways of Pine. The Decks of Yellow Pine Iron Nail State of Swit. 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 2 between \_\_\_\_\_

**Planking Inside.**—The Limber-strakes are composed of Pine the Bilge Planks of Pine. The Ceiling, Lower Hold, of Yellow Pine Between Decks of Pine. Shelf Pieces of Pine Clamps of Pine.

**Fastenings.**—To Hold Beams double W L & Helampts. Deck Beams double W L & Oregon bolted alternate timber & pair of W L & Helampts one pair beyond. Number of Breasthooks 4 Pointers 2 Crutches 4. 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 Modestly good &

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

Builder's Name \_\_\_\_\_  
 Surveyor's Name Robert Warrington & J. B. B. B.



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,	210	Chain .....	1 1/2	3	Bower,
1	Fore Top Sails,	70	Hempen Stream Cable .....	6 1/2	1	Stream,
2	Fore Topmast Stay Sails,	140	Hawser .....	4	1	Kedge,
1	Main Sails,		Towlines .....			
2	Main Top Sails,		Warp .....			
and <u>well formed in other parts</u>			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 olly boat

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

2 wood pump Chambered & worked

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

*Addition to 1000 through trunnels, built & bely better. An iron weight 2 Punters  
Repair of 400 lb Standards & one pair of diagonal 1 IR. Thoroughly overhauled  
previous time. In an efficient state of repair fit to carry any & possible  
Cargoes.*

If Sheathed, Doubled, Felted, or Coppered single bottom When last done \_\_\_\_\_

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

*W. H. Hamilton*

The Amount of the Fee.....£ 3 : - : is received by me,

Special .....£ 1 : 1 :

Committee's Minute 13<sup>th</sup> April 1841

Character assigned A.A. *[Signature]*



*1000 of ...*