

Rec'd 5 Aug 1842
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No. 1142 Survey held at Liverpool Date July 1844
on the Brig Martha Master Mitchell
Tonnage 145 Built at Cape Breton When built 1842
By whom built _____ Owners Jaffrey & Co
Port belonging to Liverpool Destined Voyage Gulf of Mexico
If Surveyed Afloat or in Dry Dock _____

Length aloft	Feet. 75 Inches. 9 1/2	Extreme Breadth	Feet. 20 Inches. 2 1/2	Depth of Hold	Feet. 12 Inches. 2 1/2
Scantlings of Timber.			Thickness of Plank.		
Timber and Space..... each	24		Outside.	Inside.	
Floors..... sided	11	Moulded	Keel to Bilge	Foot Waling	2 1/2
1st Foothooks..... "	10	"	Bilge Planks	Bilge Planks	2 1/2
2nd Ditto..... "		"	Bilge to Wales	Ceiling in Flat	2
3rd Ditto..... "		"	Wales	Ditto Bilge to Clamp	2
Top Timbers..... "	8	"	Topsides	Hold Beam Clamps	4
Deck BeamsN°. of 12	10	"	Sheer Strakes	Deck Beam Ditto	3
Hold BeamsN°. of 4	8 1/2	"	Plank Sheers	Ceiling 'twixt Decks	2
Keel..... "		"	Water-Ways	Hold Beam Shelves	
Kelsons..... "	11	"	Upper Deck	Deck Beam Ditto	5 1/2
Size of Bolts in Fastenings.			Iron.		
Copper.			Copper.		
Heel-Knee, and Dead Wood abaft			Bolts thro' the Bilge and Foot Waling	Hold Beam	
Scarphs of Keel.....N°.			Butt End Bolts	Deck Beam	
Floor Timber Bolts			Lower Pintle of the Rudder		
Kelson ditto					
Transoms and throats of Hooks					
Arms of Hooks					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 42 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of Hard-mast the Transoms, Aprons, Knight Heads, Hawse Timbers, of Birch & Spruce and are off free from all defects. The Floors and first Foothooks are composed of Birch Timber. The other Foothooks and Top Timbers of 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 _____. 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 _____ choiced with _____ Butt at each end of the choick. The Main Kelson is composed of Birch and the False Kelson of Birch. The Scarphs of the Kelsons are not less than 5 feet _____ inches. The Deck and Hold Beams are composed of Spruce & Yellow Pine.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of _____. From the first Foothook Heads to the Light Water Mark of _____. From the Light Water Mark to the Wales of Spruce. The Wales and Black-strakes are of Spruce. The Topsides of Spruce. The Sheer-strakes and Plank-sheers of Spruce. The Water-ways of Spruce. The Decks of Yellow Pine & Spruce. State of Good. The Shifts of the Planking are not less than 4 + 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 + 3 between _____.

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

Fastenings.—To Hold Beams wood and iron lodging knees and two pair stifle standards. Deck Beams wood double lodging knees, shelf and 2 pair stifle standards. Number of Breasthooks _____ Pointers _____ Crutches _____. Butts End Bolts are of Copper in the Bottom, and iron Bolt in each Butt End through and clenched. Bilge and Footwaling Copper 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 J. J. J.

Her Masts, Yards, &c. are in _____ 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,	157	Chain	1	2	Bower,
2	Fore Top Sails,	40	Hempen Stream Cable	5 1/2	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser	4	1	Kedge,
1	Main Sails,		Towlines			
2	Main Top Sails,		Warp			
and well found in other sails			All of <u>Good</u> quality.			

Her Standing and Running Rigging Simple sufficient in size and Good in quality.

She has one Long Boat and one other

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

General Remarks—Statement and Date of Repairs.

The upper Deck Beams are from 4 to 4 1/2 feet apart, she is a well built vessel and in my opinion would be entitled to a class of 4 A-1 if all the Butt Bolts were through and clenched, but the owner is not willing to have it done at the present time as the appearance of the Bottom appears too good to be stripped

If Sheathed, Doubled, Felted, or Coppered Coppered When last done about two years since

I am of opinion this Vessel should be Classed 3 A-1

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

Special£ 1 : 1 : 3

Committee's Minute 6th August 1844

Character assigned A-1 for 3 years



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