

No. 554 Survey held at Liverpool Date 14 May 1846  
on the Ship Manchester Master P Brown  
Tonnage 740 Built at Quebec When built June 1845  
By whom built new Owners Deaves Brothers  
Port belonging to Hark Destined Voyage Quebec  
If Surveyed Afloat or in Dry Dock afloat & Dry dock

Length aloft		Extreme Breadth		Depth of Hold	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
42		29	8	21	10

  

Scantlings of Timber.				Thickness of Plank.			
Timber and Space	each	Inches.		Outside.	Inches.	Inside.	Inches.
Floors	sided	29		Keel to Bilge	5	Foot Waling	5 1/2
1st Foothooks	"	13		Bilge Planks	4	Bilge Planks	5 1/2 & 6
2nd Ditto	"	12		Bilge to Wales	4	Ceiling in Flat	4
3rd Ditto	"	12		Wales	5 1/2	Ditto Bilge to Clamp	4
Top Timbers	"	10		Topsides	3	Hold Beam Clamps	11 x 15 & 8 x 13
Deck Beams	N <sup>o</sup> . of 23	13 1/2		Sheer Strakes	1 1/2	Deck Beam Ditto	9 x 13
Hold Beams	N <sup>o</sup> . of 22	13		Plank Sheers	3 1/2	Ceiling 'twixt Decks	3 1/2 x 4
Keel	"	17		Water-Ways	14 x 12	Hold Beam Shelves	
Kelsons	"	17		Upper Deck	3 1/2	Deck Beam Ditto	

Copper or Iron.	Size of Bolts in Fastenings, distinguishing whether	Iron.
Inches.	Inches.	Inches.
Heel-Knee, and Dead Wood abaft		
Scarphs of Keel	Bolts thro' the Bilge and Foot Waling	Hold Beam
Floor Timber Bolts	Butt End Bolts	Deck Beam
Kelson ditto	Lower Pintle of the Rudder	
Transoms and throats of Hooks		
Arms of Hooks		

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, are composed of Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Oak and are free from all defects.

The Floors and first Foothooks are composed of Oak Timber.

The other Foothooks and Top Timbers of Tamarack & Red 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 in square with 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 Oak and the False Kelson of Oak

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

The Deck and Hold Beams are composed of Oak & Red pine

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Oak

From the first Foothook Heads to the Light Water Mark of Oak

From the Light Water Mark to the Wales of Oak & Red pine

The Wales and Black-strakes are of Oak The Topsides of Red pine

The Sheer-strakes and Plank-sheers of Oak The Water-ways of Red pine

The Decks of Yellow pine State of       

The Shifts of the Planking are not less than 3 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 3 between

**Planking Inside.**—The Limber-strakes are composed of Oak the Bilge Planks of Oak

The Ceiling, Lower Hold, of Oak & Red pine Between Decks of Oak & Red pine

Shelf Pieces of        Clamps of Oak

**Fastenings.**—To Hold Beams double w & k Holamp above & below & from diagonal 11th & 12th side arms 3 pair 12 feet side arms 5 pair knees & Red pine straight up & down & one pair of diagonal Red pine all with through bolts

Deck Beams double w & k Holamp well bolted 6 pair of Stiles & Concord 10 pair of diagonal 11th

Number of Breasthooks Seven 2 Pointers one Crutches one

Butts End Bolts are of Waffon in the Bottom, and 3 Bolt in each Butt End through and clenched.

Bilge and Footwaling Waffon bolted through and clenched.

General Quality of Workmanship moderately 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 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,	30	Chain .....	1 3/4	3	Bower, 28 " 3"
1	Fore Top Sails,	20	Hempen Stream Cable .....	9 1/2	1	Stream, 33.1
2	Fore Topmast Stay Sails,	20	Hawser .....	7 1/2	1	Kedge,
1	Main Sails,	20	Towlines .....	4		
2	Main Top Sails,		Warp .....			
and one of other sails			All of <u>Good</u> quality.			

Her Standing and Running Rigging all new sufficient in size and Good in quality.

She has 1 Long Boat and Pinnace & Jolly

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

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

addition of new time under hold beams 9 pair of diagonal 1 1/2" about 8 ft  
comes 3 pair 12 ft side arms after body 5 pair knees & rollers straight up & down  
& one pair of diagonal rollers all with through copper bolts & 2 bolts in a subtonic  
board of the floor, rollers & pinnets, bolted to wing transom — 6 pair of steps  
under deck & 10 pair of diagonal 1 1/2" coated down & sheathed with yellow  
on paper to 1 1/2 ft 6. In the most efficient state of repair fit to carry  
dry & perishable cargoes to & from all parts of the world In this vessel I have  
smelted to take the cargo discharge of the beams

If Sheathed, Doubled, Felted, or Coppered yellow metal When last done May 1846

I am of opinion this Vessel should be Classed 5 A

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Special .....£ 2 : 2 : 0

Certificate (if required) .....£ : :

Committee's Minute 19<sup>th</sup> May 1846

Character assigned A 1 for 5 years  
LD

