

No. 1050 Survey held at Liverpool Date May 15 1857
 on the Ship Mangerton Master Charles Stephens
 Tonnage Old 964 New 1099 Built at Quebec When built 1850
 By whom built W. & A. Wood Owners Colley
 Port belonging to Liverpool Destined Voyage Quebec
 If Surveyed while Building, Afloat, or in Dry Dock Dry Dock and Afloat

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
	159 5/4		22 1/2		22 9/10

Scantlings of Timber.			
Room and Space	Inches.	Inches.	Inches.
	28	Middle	Ends
Floors.....sided	14 1/2	Moulded	20 15
1st Foothooks.....	13	"	" 14
2nd Ditto.....	11	"	" 11
3rd Ditto.....	10 1/2	"	" 1
Top Timbers.....	10 1/2	"	" 1
Deck Beams N° 20	Average Space } 4 1/2	"	13 1/2
Hold Beams N° 24	Average Space } 4 1/2	"	13 1/2
Keel.....	14 1/2	"	20
Keelsons.....	20	"	25
Scarp of Ditto.....	8	1/2	

Thickness of Plank.	
Outside.	Inches.
Keel to Bilge	5
Bilge Planks.....	8
Bilge to Wales.....	5
Wales.....	8
Short Hoods.....	5
Topsides.....	5
Sheer Strakes.....	5
Plank Sheers.....	5
Water-Ways.....	10
Upper Deck.....	4 1/2
Inside.	Inches.
Limber Strakes.....	8
Bilge Planks.....	8
Ceiling in Flat.....	5
Ditto Bilge to Clamp.....	5
Hold Beam Clamps.....	12
Deck Beam Ditto.....	10 1/2
Ceiling 'twixt Decks.....	5
Hold Beam Shelves.....	—
Deck Beam Ditto.....	—

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	<u>not seen</u>		Transoms and throats of Hooks	<u>1 1/4</u>		Lower Pintle of the Rudder	<u>4</u>	
Scarp of Keel N°	<u>not seen</u>		Arms of Hooks	<u>1 1/8</u>		Hold Beam		<u>1 1/4</u> & <u>1 1/8</u>
Floor Timber Bolts	<u>not seen</u>		Bolts thro' Bilge & Limber Strakes	<u>1 1/8</u>		Deck Beam		<u>1 1/8</u> & <u>1</u>
Keelson ditto	<u>not seen</u>		Butt End Bolts	<u>3/4</u> & <u>1/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is close Inches. The Space between the Top-timbers is 13 Inches. The Stem, Stern Post, consist of Quebec Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and ~~Deadwood~~, of Quebec Oak & Stamarac and are free from all defects. The Floors consist of Rock Elm in midships, Quebec Oak forward & aft. The First Foothooks of Quebec Oak & Stamarac Timber. The Second Foothooks of Quebec Oak & Stamarac. The Third Foothooks of Stamarac. The Top Timbers of Stamarac. The Shifts of the first and second Foothooks are not less than not seen N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are not seen. The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared. The alternate Frames are bolted together to the Gunwale. not seen 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. not seen. The Frame is chocked with Butt at each end of the chock. not seen. The Main Keelson is Quebec Oak and free from all defects. The False Keelson is Quebec Oak. The Deck Beams consist of Quebec Oak & Red Pine. The Hold Beams of Quebec Oak & Red Pine. The Knees of Stamarac. **Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is Rock Elm. From the above named Height to the Light Water Mark Rock Elm & Red Pine. From the Light Water Mark to the Wales Rock Elm & Red Pine. The Wales and Black-strakes are Stamarac. The Topsides Stamarac. The Sheer-strakes Stamarac and Plank-sheers Stamarac. The Water-ways Stamarac. The Decks Yellow Pine. State of good. The Shifts of the Planking are not less than 5 0 4 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 three strakes between the bilge up to the gunwale. **Planking Inside.**—The Limber-strakes are Rock Elm the Bilge Planks Rock Elm. The Ceiling, Lower Hold, Rock Elm & Red Pine. Between Decks Stamarac & Red Pine. Shelf Pieces Iron Clamps Quebec Oak. **Fastenings.**—To Hold Beams Double wood lodging knees, eight pairs of Hanging knees with knees attached, and fifteen pairs of Hanging knees without knees. 4 pairs of Stale standards. To Hold Beams Double wood lodging knees 4 pairs of Stale standards as mentioned above. To twenty one pairs of Hanging knees, all well fastened. Of Breasthooks Iron Pointers Three Pairs Crutches Three. Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Limber Strakes Copper bolted through and clenched. Treenails of Stamarac How Made as per rule. Quality of Workmanship Good. That the preceding is a correct description of the above-named Vessel, Surveyor's Signature W. & A. Wood

The bilge up to the gunwale wrought & finished in a substantial part of the above.

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
2	Fore Sails,	Chain <u>Tested</u>	300 1/2	Bower,	39 1 0
2	Fore Top Sails,	Hempen Stream Cable	90 10 1/2	Stream,	32 1 1/2
2	Fore Topmast Stay Sails,	Hawser	90 8 1/2	Kedge,	1
1	Main Sails & Boom Main Sail	Towlines	— —		
2	Main Top Sails,	Warp	90 6		
2	Subs. 4 top Gallant Sails	All of <u>good</u> quality.			
and	well found in other sails				

Her Standing and Running Rigging is well fitted sufficient in size and good in quality.

She has One Long Boat and three others

The present state of the Windlass is good Capstan good Rudder good Pumps of Iron & good

General Remarks—Statement and Date of Repairs.

Str Air Room open between decks & about the 1st H^{ds} and listings of the the bilging plank. Cut out above and below the 1st H^{ds} forward and aft. the timbers of the frame have been exposed to view and found sound & good as also the beams that have been driven out for inspection.

Length of Keel 155 feet.
Elm. Floors in midship 73 feet.

Fore and after lower deck beam cannot be secured with an Hanging knee in consequence of the Painting & Breast hooks.

Is now in a fit an efficient state for the safe homeward of any and perishable cargoes to and from all parts of the world

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done

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

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

Special£ 2: 2: —

Certificate (if required)£ 10: —

Committee's Minute 20th May 1851

Character assigned 1 A 1



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