

No. 11390 Survey held at Liverpool Date 18 May 1852
on the Ship Montezuma Master James Luby
Tonnage Old 940 Built at St John When built 1852
By whom built 999 Owners Carter & Co
Port belonging to London Destined Voyage New York
If Surveyed while Building, Afloat, or in Dry Dock in dry Dock & Afloat

Length aloft	Feet. <u>150</u> Inches. <u>4</u> / <u>10</u>	Extreme Breadth	Feet. <u>31</u> Inches. <u>4</u> / <u>10</u>	Depth of Hold	Feet. <u>22</u> Inches. <u>5</u> / <u>10</u>
Scantlings of Timber.			Thickness of Plank.		
Room and Space	Inches. <u>28</u>	Inches. Middle <u>17</u> Ends <u>17</u>	Outside.		Inside.
Floors	sided <u>14</u>	Moulded <u>17</u>	Keel to Bilge	Inches. <u>4 1/2</u>	Limber Strakes <u>14 1/2</u>
1st Foothooks	" <u>13</u>	" <u>17</u>	Bilge Planks	<u>6</u>	Bilge Planks <u>9-10</u>
2nd Ditto	" <u>11-12</u>	" <u>12</u>	Bilge to Wales	<u>5-6</u>	Ceiling in Flat <u>6</u>
3rd Ditto	" <u>11</u>	" <u>10</u>	Wales	<u>6</u>	Ditto Bilge to Clamp <u>5</u>
Top Timbers	" <u>11</u>	" <u>8 1/2</u>	Short Hoods		Hold Beam Clamps <u>9</u>
Deck Beams No <u>28</u>	Average Space <u>4 feet 4</u>	" <u>13-15</u>	Topsides	<u>5-6</u>	Deck Beam Ditto <u>8 1/2</u>
Old Beams No <u>25</u>	Average Space <u>4 feet 3</u>	" <u>14-15</u>	Sheer Strakes	<u>5</u>	Ceiling 'twixt Decks <u>7</u>
Keel	" <u>15</u>	" <u>17</u>	Plank Sheers	<u>5 1/2</u>	Hold Beam Shelves <u>11-10</u>
Keelsons	" <u>16</u>	" <u>4 1/2</u>	Water-Ways	<u>9</u>	Deck Beam Ditto
Carphs of Ditto	<u>7 1/2 feet</u>		Upper Deck	<u>4</u>	

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

Keel-Knee, and Deadwood abaft	Copper <u>1 in</u> Iron <u>1 in</u>	Transoms and throats of Hooks	Copper <u>1 in</u> Iron <u>1 in</u>	Lower Pintle of the Rudder	Copper <u>3 1/2</u> Iron <u>1 in</u>
Carphs of Keel.....No.	Copper <u>1 in</u> Iron <u>1 in</u>	Arms of Hooks	Copper <u>1 in</u> Iron <u>1 in</u>	Hold Beam	Copper <u>1 in</u> Iron <u>1 in</u>
Floor Timber Bolts	Copper <u>1 in</u> Iron <u>1 in</u>	Bolts thro' Bilge & Limber Strakes	Copper <u>1 in</u> Iron <u>1 in</u>	Deck Beam	Copper <u>1 in</u> Iron <u>1 in</u>
Keelson ditto	Copper <u>1 in</u> Iron <u>1 in</u>	Butt End Bolts	Copper <u>1 in</u> Iron <u>1 in</u>		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1/2 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, consist of Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Oak, Pitch Pine & Hackmatack and are free from all defects. The Floors consist of Black Birch, Elm & Hackmatack The First Foothooks of Black Birch & Hackmatack Timber. The Second Foothooks of Hackmatack The Third Foothooks of Hackmatack The Top Timbers of Hackmatack 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 to the Gunwale. 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 Keelson is Pitch Pine and free from all defects. The False Keelson is Pitch Pine The Deck Beams consist of Pitch Pine The Hold Beams of Pitch Pine The Knees of Hackmatack

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Black Birch From the above named Height to the Light Water Mark Hackmatack From the Light Water Mark to the Wales Hackmatack The Wales and Black-strakes are Hackmatack The Topsides Hackmatack The Sheer-strakes Hackmatack and Plank-sheers Pitch Pine The Water-ways Pitch Pine The Decks Yellow Pine State of Good The Shifts of the Planking are not less than 5-6 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 Pitch Pine the Bilge Planks Pitch Pine & Hackmatack The Ceiling, Lower Hold, Hackmatack Between Decks Pitch Pine Shelf Pieces Pitch Pine Clamps Pitch Pine

Fastenings.—To Hold Beams wood double bedding knees, shelf and 24 pair of iron hanging knees, totalling 100 of which Riders are attached, extending down to take two bolts into the substantial part of the floors. Deck Beams wood double bedding knees, and 20 pair of iron hanging knees

Number of Breasthooks 8 Pointers 2 pair Crutches 2
Butts End Bolts are of copper in the Bottom, and a Bolt in each Butt End through and clenched.
Bilge and Limber Strakes copper bolted through and clenched. Treenails of Sound Hackmatack How Made Engine turned
General Quality of Workmanship Very Good

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

Builder's Signature

Surveyor's Signature

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>	500	1 1/4	Bower,	3 33-11-14
1	Fore Top Sails,		Hempen Stream Cable	75	1 1/4		33-0-0
2	Fore Topmast Stay Sails,		Hawser	90	7 1/2	Stream,	32-1-13
1	Main Sails,		Towlines				
2	Main Top Sails,		Warp	90	5 1/2	Kedge,	12-3-20
and <u>well found in other</u>		All of <u>Good</u> quality.					

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

She has one Long Boat and 14 others

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

General Remarks—Statement and Date of Repairs.

Distings have been left out for the examination of the timbers of the frame, and
Nails have been driven out and found to be Good. To me hold Beam iron barge
Knees cannot be properly put. The Black Birch and Elm floors, and the Black
Birch first futtocks are in Middle, and are confined to within half the length
of the keel. The keel is 151 feet. The Birch timbers are from the bridge down
only.

Monteagle. 11990.

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on paper When last done present time

I am of opinion this Vessel should be Classed 6 A 1

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

Special£ 2: 2: -

Certificate (if required)£ ..: 10: -

Committee's Minute 22nd June 1852

Character assigned A 1

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