

No. 11749 Survey held at Liverpool Date 13 Dec 1852
on the Ship Forest March Master
Tonnage Old 875 Built at Liver When built 1852
By whom built Waller Owners Harrison
Port belonging to Liverpool Destined Voyage
If Surveyed while Building, Afloat, or in Dry Dock in Dry Dock & Afloat

Length aloft 149 ^{Feet.} 3 ^{Inches.} 10 Extreme Breadth 30 ^{Feet.} 7 ^{Inches.} 0 Depth of Hold 22 ^{Feet.} 2 ^{Inches.} 10

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors	sided 15	Moulded	20	Keel to Bilge	5	Limber Strakes	5
1 st Foothooks	13	"	"	Bilge Planks	7	Bilge Planks	5
2 nd Ditto	12	"	15	Bilge to Wales	5	Ceiling in Flat	4-9
3 rd Ditto	10 1/2	"	11	Wales	7	Ditto Bilge to Clamp	6-7
Top Timbers	10 1/2-11	"	9	Short Hoods	5 1/2	Hold Beam Clamps	12
Deck Beams N ^o 26 Average Space	4 feet 9"	"	12	Topsides	6	Deck Beam Ditto	11
Hold Beams N ^o 24 Average Space	4 feet 7"	"	14 1/2	Sheer Strakes	5 1/2	Ceiling 'twixt Decks	8-10
Keel	14 1/2	"	17	Plank Sheers	12	Hold Beam Shelves	
Keelsons	22	"	37	Water-Ways	4	Deck Beam Ditto	
Scarp of Ditto	8 feet 6"			Upper Deck			

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	2	Transoms and throats of Hooks	2	Lower Pintle of the Rudder	3 1/2		
Scarp of Keel.....N ^o .	2	Arms of Hooks	1/2	Hold Beam		2	
Floor Timber Bolts		Bolts thro' Bilge & Limber Strakes	1/2	Deck Beam		2	
Keelson ditto	2	Butt End Bolts	1/2				

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

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Elm From the above named Height to the Light Water Mark Elm From the Light Water Mark to the Wales Hackmatack & Red Pine The Wales and Black-strakes are Hackmatack & Red Pine The Topsides Hackmatack & Oak The Sheer-strakes Hackmatack and Plank-sheers Red Pine The Water-ways Red Pine The Decks Yellow Pine State of Good 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 3 between

Planking Inside.—The Limber-strakes are Elm the Bilge Planks Hackmatack The Ceiling, Lower Hold, Red Pine & Hackmatack Between Decks Red Pine & Oak Shelf Pieces None Clamps Red Pine, Hackmatack & Oak

Fastenings.—To Hold Beams head double bedding brasses and 22 pair of iron hanging knees, to 12 pair of which Riders are attached, extending down to take two bolts into the substantial part of Deck Beams head double bedding brasses, 7 pair of shuttle standards and 11 pair of iron hanging knees Number of Breasthooks 7 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 Oak & Hackmatack Red Made Engine Turn General Quality of Workmanship Good

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

Builder's Signature Surveyor's Signature W. H. M. M.

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 3/4	Bower,	3	33-
1	Fore Top Sails,	Hempen Stream Cable	90	9 1/2			32
2	Fore Topmast Stay Sails,	Hawser	90	7	Stream,	1	11
2	Main Sails,	Towlines					
1	Main Top Sails,	Warp	90	5	Kedge,	1	
and <u>well found in other sails</u>		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 two others

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

General Remarks—Statement and Date of Repairs.

Listings have been left out for the examination of the Timbers of the frame, and Trunnels have been driven out and found to be good. To 2 hold beams in hanging Masts cannot be properly put. The Elm floors, and the black birch first putlogs are in Mists hips, and are confined to within half the length of the keel. The keel is 14 1/4 feet

If Sheathed, Doubled, Felted, or Coppered Single bottom

When last done

I am of opinion this Vessel should be Classed 6 A1

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

Special£ 2: 2: -

Certificate (if required)£ 10: -

Committee's Minute 21st Decr 1852

Character assigned Good

Lloyd's Register
Foundation

Robert Moravich. 11/14/9.