

No.          Survey held at London Date 8 Jan to 11 July 1840 6520  
on the Ship York Master           
Tonnage 980 Built at Saint John NB When built Feb<sup>y</sup> 1839  
By whom built          Owners Lockwood  
Port belonging to Saint John Destined Voyage Spain  
If Surveyed Afloat or in Dry Dock Afloat & Hatched

Length aloft.....	Feet. Inches.	Extreme Breadth .....	Feet. Inches.	Depth of Hold .....	Feet. Inches.
Scantlings of Timber.			Thickness of Plank.		
Timber and Space.....	each 31	Inches. Middle Ends	Outside.	Inches.	Inside.
Floors.....	sided 15	Moulded	Keel to Bilge .....		Foot Waling.....
1 <sup>st</sup> Foothooks.....	" 12	" 13	Bilge Planks .....	7	Bilge Planks.....
2 <sup>nd</sup> Ditto.....	" 12	"	Bilge to Wales .....	5	Ceiling in Flat .....
3 <sup>rd</sup> Ditto.....	" 12	"	Wales .....	7	Ditto Bilge to Clamp .....
Top Timbers .....	11 6	" 12	Topsides .....	5	Hold Beam Clamps .....
Deck Beams .....	Number of.....	" 16 1/2	Sheer Strakes .....	5 1/2	Deck Beam Ditto.....
Hold Beams .....	Do. do.....	" 17	Plank Sheers.....	4 1/2	Ceiling 'twixt Decks .....
Keel .....	"	" 15	Water-ways .....	9	Hold Beam Shelves .....
Kelsons .....	" 14	" 15	Upper Deck .....	4	Deck Beam ditto .....
Size of Bolts in Fastenings.			Copper.		
Copper.			Iron.		
Heel-Knee, and Dead Wood abaft .....	Inches.		Bolts thro' the Bilge and Foot Waling.....	Inches.	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 .....					

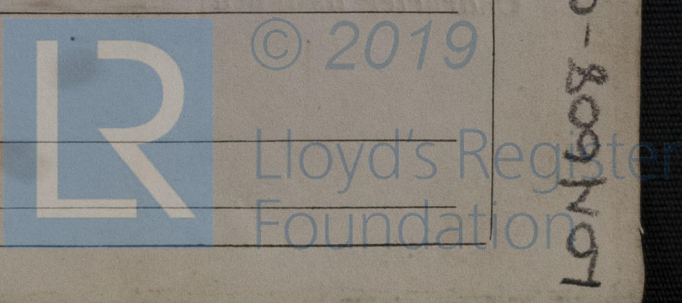
**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Black mallee & Red Pine and are          free from all defects. where seen  
Her Floors and first Foothooks are composed of Birch Timber.  
Her other Foothooks and Top Timbers of Red Pine Spruce & Black mallee  
Her Shifts of the first and second Foothooks are not less than          N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are           
The Frame is well squared from the first Foothook Heads upwards, and          free from sap, and from thence downwards, the frame is           
The alternate Frames are all bolted together.  
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 Red Pine and the False Kelson of the same  
The Scarphs of the Kelsons are not less than 6 feet          inches.  
The Deck and Hold Beams are composed of Pine

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Birch  
From the first Foothook Heads to the Light Water Mark of Pine  
From the Light Water Mark to the Wales of Pine  
The Wales and Black-strakes are of one Strake of Oak not Pine  
The Topsides of Pine  
The Sheer-strakes of Oak & Pine Decks, and state of, Yellow Pine  
The Gunwales of Red Pine Water-ways of Red Pine  
The Shifts of the Planking are not less than 6 Feet          Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.  
The Planking is wrought mostly 3 between.

**Planking Inside.**—The Clamps are composed of Pine the Stringers of Pine  
The Bilge Planks of Pine and the remainder of the Ceiling of Pine  
**Fastenings.**—To Hold Beams Two wood lagging knees THK & Haple Standards  
Deck Beams Two wood lagging knees & Haple Standards  
Number of Breasthooks 7 Pointers 4 wood Crutches 2 Iron  
Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.  
Bilge and Footwaling Iron 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 Courtney





6520 Lon

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	240	Chain .....		2	Bower,
2	Fore Top Sails,	120	Hempen Stream Cable.....	10	1	Stream,
2	Fore Topmast Stay Sails,	120	Hawser .....	7	1	Kedge,
2	Main Sails,	100	Towlines .....	5	All of proper weight. and good quality	
3	Main Top Sails,		Warp .....			
and all new			All of good quality.			

Her Standing and Running Rigging is well fitted 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 and Rudder good

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

The Materials appear to be the best of their sort, she is constructed of large scantlings and thick planks, and apparently great care has been used in her building, is abundantly fastened, has now 8 Iron futtock Riders, <sup>each side</sup> and 2 Iron Crutches and additional beam fastenings as pointed out by me and in conformity with the Society's Rules relative to Ships built in North America

Now Couched from the keel up

If Sheathed, Doubled, or Felted, She is sheathed with wood & copper  
and Date when last done July 1840

And Sam of opinion this Vessel should be Classed 5-A-1 Portsmouth

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

Committee Minute 14<sup>th</sup> July 1840

Character assigned A-1 for 4 years

Sh. Nicole H.

Wm. Carter  
16 July  
Wm. Carter  
23 July  
Wm. Carter

Lloyd's Register  
Foundation