

No. 5 Survey held at London Date Feb/14/44 1843  
on the Bj James Master Squires  
Tonnage 197 Built at Ston Scotland When built 1841  
By whom built \_\_\_\_\_ Owners Stabb  
Port belonging to St John Nfld Destined Voyage \_\_\_\_\_  
If Surveyed Afloat or in Dry Dock Gibson Ways

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
				<u>13</u>	
<b>Scantlings of Timber.</b>		<b>Thickness of Plank.</b>			
Timber and Space	each	Inches. Middle Ends	Outside.	Inches.	Inside.
Floors	sided	Moulded	Keel to Bilge		Foot Waling
1 <sup>st</sup> Foothooks	"	"	Bilge Planks		Bilge Planks <u>3</u>
2 <sup>nd</sup> Ditto	"	"	Bilge to Wales		Ceiling in Flat
3 <sup>rd</sup> Ditto	"	"	Wales		Ditto Bilge to Clamp
Top Timbers	<u>11.9.10</u>	<u>1 1/2</u>	Topsides		Hold Beam Clamps
Deck Beams N <sup>o</sup> . of <u>12 from B.T. to B.T.</u>	<u>10 1/2</u>	<u>10 1/2</u>	Sheer Strakes		Deck Beam Ditto
Hold Beams N <sup>o</sup> . of <u>6</u>	<u>12</u>	<u>1 1/2</u>	Plank Sheers	<u>3</u>	Ceiling 'twixt Decks
Keel	"	"	Water-Ways	<u>11x10</u>	Hold Beam Shelves
Kelsons	"	"	Upper Deck	<u>3</u>	Deck Beam Ditto
<b>Size of Bolts in Fastenings.</b>		<b>Iron.</b>			
Heel-Knee, and Dead Wood abaft	Copper. Iron	Bolts thro' the Bilge and Foot Waling		Hold Beam	
Scarpsh of Keel	N <sup>o</sup> . <u>1 1/2</u>	Butt End Bolts		Deck Beam	
Floor Timber Bolts	<u>1 1/2</u>	Lower Pintle of the Rudder			
Kelson ditto	<u>1 1/2</u>				
Transoms and throats of Hooks				same in Iron above the Copper	
Arms of Hooks					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is not seen Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, are composed of Witch Hazel the Transoms, Aprons, Knight Heads, Hawse Timbers, of Witch Hazel & Oak and are free from all defects. Timber.  
The Floors and first Foothooks are composed of same as above chiefly fir  
The other Foothooks and Top Timbers of same as above chiefly fir  
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 well 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 R Pine and the False Kelson of \_\_\_\_\_  
The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches. not seen  
The Deck and Hold Beams are composed of R Pine

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Black Birch  
From the first Foothook Heads to the Light Water Mark of \_\_\_\_\_  
From the Light Water Mark to the Wales of Pine & Spruce  
The Wales and Black-strakes are of Do The Topsides of R Pine  
The Sheer-strakes and Plank-sheers of Do The Water-ways of R Pine  
The Decks of Y Pine State of \_\_\_\_\_  
The Shifts of the Planking are not less than \_\_\_\_\_ 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 \_\_\_\_\_ between

**Planking Inside.**—The Limber-strakes are composed of Hardwood. B.B. the Bilge Planks of Hardwood B.B.  
The Ceiling, Lower Hold, of Spruce & Red Pine Between Decks of Spruce & R Pine  
Shelf Pieces of \_\_\_\_\_ Clamps of \_\_\_\_\_  
**Fastenings.**—To Hold Beams 2 to 2 knees  
Deck Beams 2 to 2 knees & shelf  
Number of Breasthooks not seen Pointers not seen Crutches not seen  
Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.  
Bilge and Footwaling are bolted through and clenched.  
General Quality of Workmanship fair

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

Builder's Name \_\_\_\_\_

Surveyor's Name George Bayley



9580 *Lon*Her Masts, Yards, &c. are in *good* condition, and sufficient in size and length.

She has SAILS.

CABLES, &amp;c.

ANCHORS, and their weights.

N <sup>o</sup> .	Fathoms.	Inches.	N <sup>o</sup> .
Fore Sails,	100	Chain ..... <i>7/8</i> ..... <i>1 1/16</i>	2
Fore Top Sails,		Hempen Stream Cable .....	1
Fore Topmast Stay Sails,		Hawser .....	4
Main Sails,		Towlines .....	
Main Top Sails,		Warp .....	
and all in <i>good condition</i>		All of <i>good</i> quality.	

Her Standing and Running Rigging *Stump* sufficient in size and *good* in quality.She has *one* Long Boat andThe present state of the Windlass is *good* Capstan and Rudder *good***General Remarks—Statement and Date of Repairs.**

*Butts caulked and bottom beamed. Butts and  
trunk fitted—Caulked Watertway seams and  
stanchions—Butts Bolted—*

*She appears to be of good materials of thin  
respective kinds but rough workmanship—  
recommended 2 additional Hold Beams to be put in  
amidships— and more efficient Cables and anchor  
to be provided— but am not able to state whether  
they will be supplied—*

*Feb 21. Vessel sailed—*

*March 17. 1843. The remark recommending two additional Hold Beams—was  
made on the 14 February in the Hold to I believe the Captain of the vessel, or some  
person acting as such, after having ascertained that the distance between the Beams then  
was 3 feet.*

If Sheathed, Doubled, Felted, or Coppered *Single* When last doneI am of opinion this Vessel should be Classed *4A 2*The Amount of the Fee.....£ 2 : — : — is received by me, *H George Bayley*

Special .....£ : :

Committee's Minute *21<sup>st</sup> March 1843*Character assigned *A 1 for 4 years*

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