

No. 17552 Survey held at London Date April 19 to May 31 1852
on the Sc. "Marten" Master Mannock
Tonnage 60 Built at London When built Launched May 22
By whom built Messrs. H. Green Owners Hudson's Bay Comp.
Port belonging to London Destined Voyage Hudson's Bay

If Surveyed Afloat or in Dry Dock Under common Survey during the short time permitted by

Length aloft 72 Feet 0 Inches. Extreme Breadth 16 Feet 0 Inches. Depth of Hold 9 Feet 6 Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors <u>(Double)</u>	<u>19</u>	<u>7 1/2</u>	<u>7 1/2</u>	Keel to Bilge	<u>2 1/2</u>	Limber Strakes	<u>3</u>
1st Foothooks	<u>7</u>	<u>7 1/2</u>	<u>7 1/2</u>	Bilge Planks	<u>2 1/2</u>	Bilge Planks	<u>2 1/2</u>
2nd Ditto	<u>6</u>	<u>6 1/2</u>	<u>6 1/2</u>	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>1 1/2</u>
3rd Ditto	<u>6</u>	<u>6 1/2</u>	<u>6 1/2</u>	Wales	<u>4</u>	Ditto Bilge to Clamp	<u>1 1/2</u>
Top Timbers	<u>6</u>	<u>6 1/2</u>	<u>6 1/2</u>	Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>1 1/2</u>
Deck Beams No <u>17</u>	<u>7</u>	<u>7 1/2</u>	<u>7 1/2</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto	<u>2 1/2</u>
Hold Beams No <u>17</u>	<u>7</u>	<u>7 1/2</u>	<u>7 1/2</u>	Plank Sheers	<u>3 1/2</u>	Ceiling 'twixt Decks	<u>1 1/2</u>
Keel	<u>10</u>	<u>10</u>	<u>10</u>	Water-Ways	<u>2 1/2</u>	Hold Beam Shelves	<u>1 1/2</u>
Kelsons	<u>10</u>	<u>10</u>	<u>10</u>	Upper Deck	<u>2 1/2</u>	Deck Beam Ditto	<u>5 1/2 x 9 1/2</u>

Size of Bolts in Fastenings, distinguishing whether			
Copper or Iron.	Inches.	Copper or Iron.	Inches.
Heel-Knee, and Dead Wood abaft	<u>1/2</u>	Bolts thro' the Bilge and Limber Strakes	<u>3/4</u>
Scarp of Keel	<u>3/4</u>	Butt End Bolts	<u>3/4</u>
Floor Timber Bolts	<u>1/2</u>	Lower Pintle of the Rudder	<u>2 1/4</u>
Kelson ditto	<u>1/2</u>	give greater strength in the Ice	
Transoms and throats of Hooks	<u>1</u>		
Arms of Hooks	<u>1/2</u>		

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 3 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are applied free from all defects.

The Floors and first Foothooks are composed of English Oak Timber.

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 1/8 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are sufficient

The Frame is well squared from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is as

The alternate Frames are all are Frames 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 choked with Butt at each end of the chock. Square heads and heels with some

The Main Kelson is composed of Greenheart and the False Kelson of

The Scarphs of the Kelsons are not less than 5 feet 6 inches.

The Deck and Hold Beams are composed of English Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm

From the first Foothook Heads to the Light Water Mark of East India Teak

From the Light Water Mark to the Wales of East India Teak

The Wales and Black-strakes are of East India Teak The Topsides of East India Teak

The Sheer-strakes and Plank-sheers of Do The Water-ways of East India Teak

The Decks of Planting Red Pine State of good

The Shifts of the Planking are not less than 6 Feet 0 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 East India Teak the Bilge Planks of East India Teak

The Ceiling, Lower Hold, of East India Teak Between Decks of Do

Shelf Pieces of Greenheart & African Oak Clamps of East India Teak & African Oak

Fastenings.—To Hold Beams Two pairs of Iron Nails Diagonally placed in main Hold

this is Bolted with Yellow Metal.

Deck Beams a Shelf Bolted to Beams & four pairs of Iron Hanging

Nails all this Bolted with Yellow Metal

Number of Breasthooks 20 of Iron & one of Oak Porters and inner transom of Iron Crutches one of Iron

Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Limber Strakes of do & are bolted through and clenched. Treenails of English Oak well made

General Quality of Workmanship good

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

Builder's Signature John A. Smith Surveyor's Signature J. A. Martin

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

17552 Don

June 7, 1852

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.		Inches.	N ^o .	
2 suits }	Fore Sails,	100	Chain	1 1/2	3	Bower, 5 1/2 cwt each
	Fore Top Sails,	90	Hempen Stream Cable	6	1	Stream, 2 cwt
	Fore Topmast Stay Sails,		Hawser		1	Kedge, 1 1/2 cwt
	Main Sails,		Towlines			
	Main Top Sails,	90	Warp	4		
and			All of <u>new</u> quality.			

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

She has a Long Boat and jelly boat

The present state of the Windlas is Patent Capstan and Rudder good Pumps good

General Remarks—Statement and Date of Repairs.

This Schooner has been built expressly for the service of the Hudson Bay Comp^y and is intended to remain in their possession

She was seen under Common Survey during her build (about ten weeks) by the undersigned Surveyors to this Society: The materials and Workmanship with the Yellow Metal Bolting, to the exclusion of Iron appear to entitle her to the Character inserted below

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

We are of opinion this Vessel should be Classed B A See acc^t of Stores above

The Amount of the Fee.....£ 1 : - : is received by me,

Special£ : :

Certificate (if required)£ : :

Committee's Minute 8th June 1852

Character assigned A 1 for B A