

No. 13 Survey held at Northfleet Date Aug<sup>r</sup> 33 to April 24 1854  
on the "Prince Arthur" Master Royal  
Tonnage Old 411 Built at Northfleet When built Launched March 54  
By whom built Miss<sup>r</sup> Pitcher & Co Owners Hud Bay Comp<sup>y</sup>  
Port belonging to London Destined Voyage Hudsons Bay  
If Surveyed while Building, Afloat, or in Dry Dock Throughout her build

Builder's Measure		Feet.	Inches.	Extreme Breadth		Feet.	Inches.	Depth of Hold		Feet.	Inches.
Length aloft		126	0			26	0			10	0
Scantlings of Timber.				Thickness of Plank.							
Room and Space				Outside.				Inside.			
Floors	Double with Long & Short	12	Moulded	13	13	11	Keel to Bilge	4	Limber Strakes	4	
1 <sup>st</sup> Foothooks		12	"	13	10		Bilge Planks	4	Bilge Planks	as long as	4
2 <sup>nd</sup> Ditto		11	"	11	9		Bilge to Wales	4	Ceiling in Flat	one stroke	4
3 <sup>rd</sup> Ditto		10	"	10	0		Wales	3	Ditto Bilge to Clamp	2. 1/2	3
Top Timbers	Long	9	"	9	5		Short Hoods	4	Hold Beam Clamps	2. 1/2	4
Deck Beams N <sup>o</sup> 24	Average Space	10	"	9	0		Black Strakes	4	Deck Beam Ditto	2. 1/2	4
Hold Beams N <sup>o</sup> 23	Average Space	13	"	13	12		Topsides	4	Ceiling 'twixt Decks		3
Keel		13	"	14			Sheer Strakes	4	Hold Beam Shelves	1 1/2 x 0	
Keelson		14	"	16			Plank Sheers	5	Deck Beam Ditto	2. 1/2	4
Scarphs of Ditto							Water-Ways	7 x 10	Deck Beam Ditto	2. 1/2	4
Length of Midship Beam	24 = 6						Upper Deck	3			
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	1 1/4		Transoms and throats of Hooks	1 1/2		Lower Pintle of the Rudder	3				
Scarphs of Keel	1		Arms of Hooks	1		Hold Beam	1 1/2				
Floor Timber Bolts			Bolts thro' Bilge & Limber Strakes	1 1/2		Up Deck Beam	1 1/2				
Kelson ditto	1 1/2		Butt End Bolts	1 1/2							

**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 4 1/2 Inches. The Stem, Stern Post, consist of English Oak, Cast India Teak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak and are free from all defects. The Floors consist of English Oak The First Foothooks of English Oak Timber. The Second Foothooks of English Oak The Third Foothooks of English Oak The Top Timbers of English Oak The Shifts of the first and second Foothooks are not less than 1 1/2 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are not less than 0 The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well A remarkably good Frame The alternate Frames are bolted together to the Gunwale. all are Frames N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is chocked with a Butt at each end of the chock. The Main Keelson is of Cast India Teak and free from all defects. The False Keelson is The Deck Beams consist of Cast India Teak The Hold Beams of Cast India Teak The Knees & Pieces of Iron except Lodges

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is English Oak except the Garboard Strake From the above named Height to the Light Water Mark English Oak From the Light Water Mark to the Wales English Oak The Wales and Black-strakes are Cast India Teak The Topsides Cast India Teak The Sheer-strakes Cast India Teak and Plank-sheers Cast India Teak The Water-ways Cast India Teak The Decks Cast India Teak State of good The Shifts of the Planking are not less than 0 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 three strokes between

**Planking Inside.**—The Limber-strakes are Cast India Teak the Bilge Planks Cast India Teak The Ceiling, Lower Hold, Cast India Teak Between Decks Cast India Teak Shelf Pieces Cast India Teak Clamps Cast India Teak

**Fastenings.**—To Hold Beams Waterway and Shelf Dowtailed Dowelled, well thro' Bolted at every Timber with Bolts of Yellow Metal a pair of English knees to every Beam, eight of which have long pieces attached extending diagonally over to hold heads well thro' Bolted with 3 metal also 3 Oak Lodges Deck Beams } Waterway, Shelf and Oak Lodging, as Hold Beams, and a pair of Iron Hanging knees to every Beam, with double Lugs, all properly Bolted with Yellow Metal Number of Breasthooks Eight but not 1/2 Pointers and straps of Iron Crutches Three 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 overhead are bolted through and clenched with 3 m Treenails of English Oak How Made well made General Quality of Workmanship very good

We certify that the preceding is a correct description of the above-named Vessel,  
Builder's Signature Wm Pitcher Surveyor's Signature J. S. Martin  
SEYFANG AND CO., PRINTERS, FARRINGTON STREET, LONDON.

LOAN 634-0405



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

1898b Len

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
No.			Fathoms. Inches.	No.	Weight.
<u>Two full</u> <u>Suits</u>	Fore Sails,	Chain .....	{ 240 1 7/16 90 15/16	Bower, .....	3 20-0-0
	Fore Top Sails,	Hempen Stream Cable .....			
	Fore Topmast Stay Sails,	Hawser .....	120 7	Stream, .....	1 7-0-0
	Main Sails,	Towlines .....	120 5		
	Main Top Sails,	Warp .....	120 4 1/2	Kedge, .....	2 { 3-2-0 2-1-0
and		All of <u>good</u> quality.			

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

She has a Long Boat and three other Boats

The present state of the Windlass is good Capstan good Rudder and Pumps good

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

This Barque has been Specially Surveyed throughout her build, Materials all of good quality, and Workmanship <sup>of masts</sup> good. She is Doubled from Upper Stake downwards to within 6 feet perpendicular height, from underside of Keel, with African Oak and from thence to the Keel with Black Elm all 3<sup>1/2</sup> thick, fastened with Bolts of Yellow Metal as per Rule: Five Stakes of the Doubling at the Bilges are 4<sup>1/2</sup> thick. All Knee, Rider, Shelf, Hook, and Crutch Bolts ~~are~~ way of Doubling are driven thro' and clinched upon it, the Bows are also well protected with Ice Chocks of African Oak & metal Bolt fastened.

She is a remarkably strong vessel:  
The Planking next the Timbers is thoroughly Treenailed and Y.M. Bolted, previous to the Doubling being wrought over it.

If Sheathed, Doubled, Felted, or Coppered over felt <sup>from upper edge of masts to keel</sup> When last done on the stocks during her build

I am of opinion this Vessel should be Classed A 1 13 Years

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

Special .....£ 20 : 11 : -

Certificate (if required) .....£ : : -

Committee's Minute 9 May 1854

Character assigned A 1 13 Years