

No.            Survey held at London Date April 13<sup>th</sup> to 23<sup>rd</sup> 1854  
 on the Barge 'Marathon' Master Jackson 21018  
 Tonnage Old 570 Built at Brooklyn New York When built 1893 Launched             
 New 584 By whom built            Owners J Robertson  
 Port belonging to London Destined Voyage London to Quebec  
 Surveyed while Building, Afloat, or in Dry Dock Prof. M Green's Dry Dock

Length aloft	Feet.		Extreme Breadth Outside	Feet.		Depth of Hold	Feet.	
	125-	10-		25-	20-		10-	10-
Scantlings of Timber.								
TIMBER AND SPACE	Inches.	Inches.	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors	21 1/2	10	Moulded 12		Garboard Strakes	3	Limber Strakes	3 1/2
1 <sup>st</sup> Foothooks	10	10	9 1/2		Garboard to Bilge	3	Bilge Planks	3 1/2
2 <sup>nd</sup> Ditto	10	10	11 1/2		Bilge Planks	3	Ceiling in Flat	3 1/2
3 <sup>rd</sup> Ditto	9	9	6		Bilge to Wales	3	Ditto Bilge to Clamp	3 1/2
Top Timbers	9	9	6		Wales	4 1/2	Hold Beam Clamps	5 1/2
Deck Beams N <sup>o</sup> 21 Average Space } 5-6	11	11	8		Topsides	3	Deck Beam Ditto	5 1/2
Deck Beams, length amidships	23 ft.	23 ft.			Sheer Strakes	4	Ceiling 'twixt Decks	3
Hold Beams N <sup>o</sup> 20 Average Space } 5-6	12	12	12		Plank Sheers	4	Hold Beam Shelves	—
Hold Beams, length amidships	23 ft.	23 ft.			Water-Ways } Upper Deck	1 1/2	Deck Beam Ditto	—
Keel	13	13	15		} Lower Deck	9		
Scarphs of Ditto	6 ft.	6 ft.	2.2		Upper Deck	3		
Keelsons	14	14						
Scarphs of Ditto	6 ft.	6 ft.						

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

	Copper Inches.		Iron Inches.			Copper Inches.		Iron Inches.	
	1/2	3/4	1/2	3/4		1/2	3/4	1/2	3/4
Heel-Knee, and Deadwood abaft					Hold Beam Bolts in				
Scarphs of Keel N <sup>o</sup> . . . . .					Waterway				
Keelson Bolts through Keel at each Floor					Knees				
Bolts through Heels of Timbers against Deadwood					Shelf or Clamp				
Transoms and throats of Hooks					Deck Beam Bolts in				
Arms of Hooks					Waterway				
Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors					Knees				
Butt End Bolts					Shelf or Clamp				
Pintles of the Rudder					Nails or Bolts in Flat of Deck				
					Treenails				

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 Inches. The Space between the Top-Timbers is 2 Inches.

The Floors consist of American Oak The First Foothooks of American Oak Timber.

The Second Foothooks of American Oak The Third Foothooks and Top Timbers of American Oak

The Shifts of the First and Second Foothooks are not less than not seen N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are not seen

The Frame is            squared from the First Foothook Heads upwards, and            free from sap, and from thence downwards, the frame is in good condition where seen

The alternate Frames are            bolted together to the Gunwale. not ascertained N. B. If not, state how bolted.

The Butts of the Timbers are            close together; their thickness not less than not seen of the entire moulding at that place.

The Frame is not seen chocked with not seen Butt at each end of the chock. The Main Keel is American Oak

The Main Keelson is Red & Pitch Pine and not free from all defects. The False Keelson is Pitch Pine

The Stem, and Stern Post, consist of American Oak The Transoms, Aprons, Knight Heads, and Hawse Timbers of American Oak Deadwood, of American Oak and are            free from all defects.

The Deck and Hold Beams consist of American Oak & Pitch Pine The Breasthooks of American Oak The Knees of American Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is American Oak & Birch  
 or to the First Foothook Heads }

From the above named Height to the Light Water Mark American Oak

From the Light Water Mark to the Wales American Oak doubled with 2 1/2 inch Oak Slab

The Wales and Black-strakes are American Oak doubled with 2 1/2 inch Oak Slab The Topsides Pitch Pine

The Sheer-strakes and Plank-sheers American & Baltic Oak The Water-ways { Upper Deck Pitch Pine

The Decks Yellow Pine State of new in 1856 Lower Deck Oak

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            between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are American Oak

The Ceiling, Lower Hold, and between Decks American Oak & Pitch Pine Shelf Pieces and Clamps Pitch Pine

Fastenings.—To Hold Beams Hanging and Lodging knees of American Oak fastened with 1<sup>st</sup> Iron Bolts

Deck Beams Hanging and Lodging knees of American Oak fastened with 1<sup>st</sup> Iron Bolts

Number of Breasthooks 5 Wood & 1 Iron Pointers 1 Pair forward Crutches 1 pair aft

Butts End Bolts are of Copper in the Bottom, and 1 Bolt in each Butt End through and clenched.

Bilge and Limber Strakes            bolted through and clenched. Treenails of Local & Am<sup>o</sup> Oak How Made Planed

Thickstuff over Double Floors            bolted through and clenched. General Quality of Workmanship           

We certify that the above is a correct description of the several particulars therein given

Builder's Signature            Surveyor's Signature

Her Masts, Yards, &c. are in Good condition, and sufficient in size and length. 21018 Len

N <sup>o</sup> .	SAILS.	CABLES, &c.		ANCHORS, and their weights.			
		Fathoms.	Inches.	N <sup>o</sup> .	Weight.		
	Fore Sails,	Chain .....	240	1 1/16	Bower, .....	3	
	Fore Top Sails,	Hempen Stream Cable .....			Stream, .....	1	
	Fore Topmast Stay Sails,	Hawser .....		8 1/2	Kedge, .....	2	
	Main Sails,	Towlines .....		6 1/2			
	Main Top Sails,	Warp .....		5 1/2			
	and	All of <u>Good</u> quality.					

Her Standing and Running Rigging Stays sufficient in size and Good in quality.  
 She has 1 Long Boat and 2 other Boats  
 The present state of the Windlass is Good Capstan - Rudder Good Pumps Non-Good

**General Remarks and Statement and Date of Repairs, if any.**

- DATES of Surveys held while building, as per Section 35.
- 1st. When the Frame is completed \_\_\_\_\_
  - 2nd. When the Beams are put in, &c. \_\_\_\_\_
  - 3rd. { When completed, and before the }  
 { plank be painted or payed } \_\_\_\_\_

This Ship has additional thick strakes wrought on the Ceiling at the Belges extending fore & aft and equal to 4 1/4 in breadth consisting of one strake 10 Ins thick and one of 8 Ins thick of American Oak and the rest of Pitch Pine 6 Ins thick. She has also two strakes wrought fore & aft on the Hold Beams and the Waterways of Pitch Pine 6 Ins thick.

Repairs from damage & decay, on the Starboard side 10 new Rongthens and 3 shifts of Sheerstrake Port side 4 new Rongthens, all renewed of Baltic Oak. Hanging Strees to Hold Beams additionally bolted with 1 in Iron. 1 Iron Hook added also bolted with Iron. Braces renewed.

The Ship being in shores and caulked from keel to Gunwale (Topboards excepted), yellow metal sheathing not renewed. 2 new Surge Quarts.

This Vessel had a new deck, and 13 strakes of 2 1/2 inch Black Elm Doubling on Wales & upper courses, and also a new Windlass in 1856.

Present condition of Caulking of Bottom, now done, Deck, Good and Waterways now done  
 If Sheathed, Doubled, Felted, or Coppered Wales & upper courses renewed When last done 1856

I am of opinion this Vessel should be Classed A.S. in Black

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

Committee's Minute 24<sup>th</sup> April 1857

Character assigned First

*W. S. Mumford*  
*J. H. Right*

