

No. 93 Survey held at Maryport Date 6th June 1838
on the Barge Canada Master James Potts
New Tonnage 297 Built at Maryport When built Launched 24 May 1838
By whom built Huddleston Pitson & Co. Owners James Potts & others
Port belonging to Maryport Destined Voyage unknown
& Surveyed Afloat or in Dry Dock On the stocks while building

Length aloft.....93^{Feet.}3^{Inches.}10 Extreme Breadth22^{Feet.}—^{Inches.} Depth of Hold17^{Feet.}2^{Inches.}10

Scantlings of Timber.

	each	inches	Moulded	inches	inches
Timber and Space.....	each	<u>26</u> ¹ / ₂			
Floors.....	sided	<u>12</u>		<u>10</u> ¹ / ₂	<u>10</u> ¹ / ₂
1 st Foothooks.....	"	<u>11</u>	"	<u>11</u>	<u>10</u> ¹ / ₄
2 nd Ditto.....	"	<u>10</u>	"	<u>9</u> ¹ / ₂	<u>8</u> ¹ / ₂
3 rd Ditto.....	"	<u>—</u>	"	<u>—</u>	<u>—</u>
Top Timbers.....	"	<u>9</u>	"	<u>7</u> ¹ / ₂	<u>4</u> ³ / ₄
Deck Beams... Number of... <u>13</u>	"	<u>8</u> ³ / ₄	"	<u>8</u> ³ / ₄	<u>6</u>
Hold Beams... Do... <u>9</u>	"	<u>11</u> ¹ / ₂	"	<u>11</u> ¹ / ₂	<u>8</u> ¹ / ₂
Keel.....	"	<u>11</u>	"	<u>12</u>	<u>—</u>
Kelsons.....	"	<u>12</u>	"	<u>17</u>	<u>—</u>

3 1/2 in. of oak plank on top

Thickness of Plank.

Outside.	inches.	Inside.	inches.
Keel to Bilge.....	<u>3</u> ¹ / ₄	Foot Waling.....	<u>3</u> ¹ / ₄
Bilge Planks.....	<u>4</u> ³ / ₄	Bilge Planks.....	<u>3</u> ¹ / ₂
Bilge to Wales.....	<u>3</u> ¹ / ₄	Ceiling in Flat.....	<u>2</u> ¹ / ₂
Wales.....	<u>4</u> ³ / ₄	Ditto Bilge to Clamp.....	<u>2</u> ¹ / ₂
Topsides.....	<u>2</u> ³ / ₄	Hold Beam Clamps.....	<u>5</u>
Sheer Strakes.....	<u>3</u> ¹ / ₂	Deck Beam Ditto.....	<u>5</u>
Plank Sheers.....	<u>3</u> ¹ / ₄	Ceiling 'twixt Decks.....	<u>2</u> ¹ / ₄
Water-ways.....	<u>5</u>	Hold Beam Shelves.....	<u>5</u>
Upper Deck.....	<u>3</u> ¹ / ₄	Deck Beam ditto.....	<u>5</u>

Size of Bolts in Fastenings.

Copper.	inches.	Copper.	inches.	Iron.	inches.
Heel-Knee, and Dead Wood abaft.....	<u>1</u> ¹ / ₈	Bolts thro' the Bilge and Foot Waling.....	<u>3</u> / ₄	Hold Beam.....	<u>1</u>
Scarphs of Keel..... N ^o . <u>11</u>	<u>7</u> / ₈	Butt End Bolts.....	<u>3</u> / ₄	Deck Beam.....	<u>1</u>
Floor Timber Bolts.....	<u>1</u> / ₈	Lower Pintle of the Rudder.....	<u>3</u>		
Kelson ditto.....	<u>1</u> / ₈				
Transoms and throats of Hooks.....	<u>1</u> / ₈			same in Iron above the Copper.....	<u>1</u> ¹ / ₈
Arms of Hooks.....	<u>1</u>				<u>1</u>

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 1/2 Inches. The Space between the Top-timbers is 4 Inches.

The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English & African Oak and are — free from all defects.

Her Floors and first Foothooks are composed of English and African oak Timber.

Her other Foothooks and Top Timbers of English and African oak

Her Shifts of the first and second Foothooks are not less than 4 ft 3 in. N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 4 ft 3 in. to 6 feet

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

The ~~alternate~~ Frames are all bolted together.

The Butts of the Timbers are — close together; their thickness not less than 1/5 of the entire moulding at that place.

The Frame is — chocked with a Butt at each end of the chock.

The Main Kelson is composed of African Oak and the False Kelson of African oak

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

The Deck and Hold Beams are composed of African Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Elm

From the first Foothook Heads to the Light Water Mark of English and African Oak

From the Light Water Mark to the Wales of English and African Oak

The Wales and Black-strakes are of English and African oak

The Topsides of African Oak

The Sheer-strakes of African Oak

Decks, and state of, yellow-pine, new

The Gunwales of African Oak

Water-ways of African Oak

The Shifts of the Planking are not less than 5 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 3 Strakes between.

Planking Inside.—The Clamps are composed of African Oak the Stringers of African Oak

The Bilge Planks of African Oak and the remainder of the Ceiling of African Oak

Fastenings.—To Hold Beams 2 Stringers, fore and aft and vertical iron knees, Hanging knees & sleepers

Deck Beams One Stringer, Iron knees and sleepers

Number of Breasthooks 5 and 1 over Bowsprit Pointers English Oak Crutches English Oak

Butts End Bolts are of Copper & Yellow metal in the Bottom, and one Bolt in each Butt End through and clenched, and one bolt

Bilge and Footwaling Copper & Yellow metal bolted through and clenched. through the timber and clenched

General Quality of Workmanship of the best kind

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

Builder's Name Huddleston Pitson & Co.

Surveyor's Name Thos Braithwaite

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

She has SAILS.			CABLES, &c.	ANCHORS.		
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	200	Chain	1 3/16	3	Bower,
1	Fore Top Sails,	100	Hempen Stream Cable.....	8 1/2	1	Stream,
2	Fore Topmast Stay Sails,	100	Hawser	6 1/2	1	Kedge,
1	Main Sails,		Towlines			All of proper weight.
2	Main Top Sails,	100	Warp	5		
and well found in other sails			All of <u>good</u> quality.			

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

She has one Long Boat and one Pinnace & 1olly Boat

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

General Remarks—Statement and Date of Repairs.

Lower binding, 9 Beams to the break for the Cabin floor bound with 2 stringers 10 inches by 5 1/2 the flat part to the Timbers, bolted and clenched through the side at each frame, one 3 1/2 inch plank above the upper stringer and a 8 1/2 inch plank below the lower stringer bolted up and down to each other and through the side all round. Fore and aft staple iron knees from Beam to Beam bolted through the sleepers, Iron knees and side with clench and screw bolts—The Lower Binding extends 11 feet abaft the break for the Cabin floor which break is 22 inches, making a double binding, one 22 inches above the other, Hanging Iron knees below the Beams (diagonal) taking the stringer and 3 planks of ceiling—6 Beams from the break to the Stern (Cabin floor) bound with one stringer, fore and aft iron knees and sleepers, all bolted through the side with clench and screw bolts, an iron knee on each end of the wing transom, one end going diagonally up the side—

Upper binding 13 Beams to the poop-breasting which is 2 feet above the main deck bound with one stringer up and down and fore and aft ^{iron knees} and every way the same as the lower binding—Poop binding 8 Beams, bound with one stringer, sleepers, staple iron knees, and clamps at the Beam ends all well bolted with clench and screw bolts The upper deck stringer binding continues through the Cabin to the crutch timbers—Sheathed to the Bends with 28, 26 & 24 Oz Copper

This Vessel was built under the inspection of the Managing Owner and is a well and faithful built vessel

If Sheathed, Doubled, or Felted, _____
and Date when last done _____

And Lam of opinion this Vessel should be Classed 12 A

The Amount of the Fee.....£ 3 : 3 : 0 is received by me,

Thos Braithwaite

Committee Minute 15 June 1830

Character assigned A 1 pr 12 Year

Length 96.1 }
Breadth 25. — } 269 Tons
Depth 17.2 }
Old admeasure