

No. 112 Survey held at Quebec (1137) Date June 1853 May 185 4 191
on the New Ship Montmorancy Master Evans
Tonnage Old 812 63/100 New 751 690 Built at Quebec When built launched May 1834
By whom built Mc Lee Owners Mc Lee
Port belonging to Quebec Destined Voyage Liverpool
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft 168 4/10 Extreme Breadth 32 1 Depth of Hold 18 4/10

Scantlings of Timber.

Room and Space	Feet.	Inches.
Floors.....sided	<u>13</u>	<u>1/2</u>
1st Foothooks.....	<u>11</u>	<u>1/2</u>
2nd Ditto.....	<u>11</u>	<u>1/2</u>
3rd Ditto.....	<u>8 1/2</u>	<u>9</u>
Top Timbers.....	<u>8 1/2</u>	<u>9</u>
Deck Beams N° <u>28</u> Average Space } <u>4 1/2</u>	<u>9 1/2</u>	<u>8 3/4</u>
Hold Beams N° <u>26</u> Average Space } <u>4 1/2</u>	<u>13</u>	<u>11</u>
Keel.....Two heights each.....	<u>11 1/2</u>	<u>1 1/2</u>
Keelsons.....	<u>14 1/4</u>	<u>10</u>
Scarphs of Ditto.....	<u>11</u>	<u>7</u>

Inches.	Inches.	Inches.
Middle	Ends	
<u>13</u>	<u>1 1/2</u>	<u>1 1/2</u>
<u>9 1/2</u>	<u>8 3/4</u>	<u>11</u>
<u>13</u>	<u>11</u>	<u>10</u>
<u>11</u>	<u>7</u>	<u>7</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>5 1/2</u>	Limber Strakes.....	<u>5</u>
Bilge Planks.....	<u>4 1/2</u>	Bilge Planks.....	<u>5</u>
Bilge to Wales.....	<u>4 1/2</u>	Ceiling in Flat.....	<u>3 1/2</u>
Wales.....	<u>4 1/2</u>	Ditto Bilge to Clamp.....	<u>4 1/2</u>
Short Hoods.....	<u>5 1/2</u>	Hold Beam Clamps.....	<u>6</u>
Topsides.....	<u>5</u>	Deck Beam Ditto.....	<u>5 1/2</u>
Sheer Strakes.....	<u>5</u>	Ceiling 'twixt Decks.....	<u>5 1/2</u>
Plank Sheers.....	<u>5</u>	Hold Beam Shelves.....	<u>5 1/2</u>
Water-Ways.....	<u>13 1/2</u>	Deck Beam Ditto.....	<u>11 1/2</u>
Upper Deck.....	<u>3 1/2</u>	Lower Deck W Way.....	<u>11 1/2</u>

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

Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
<u>1 3/8</u>	<u>1 3/8</u>	Heel-Knee, and Deadwood abaft	<u>1 3/8</u>	<u>1 3/8</u>	Transoms and throats of Hooks ..	<u>3 3/4</u>	<u>1 3/8</u>
<u>1 1/4</u>	<u>1 1/4</u>	Scarphs of Keel.....N° <u>9</u> bolts	<u>1 1/4</u>	<u>1 1/4</u>	Arms of Hooks.....	<u>1 1/4</u>	<u>1 1/4</u>
<u>1 1/4</u>	<u>1 1/4</u>	Floor Timber Bolts.....	<u>1 1/4</u>	<u>1 1/4</u>	Bolts thro' Bilge & Limber Strakes	<u>1 1/4</u>	<u>1 1/4</u>
<u>1 1/4</u>	<u>1 1/4</u>	Kelson ditto.....	<u>1 1/4</u>	<u>1 1/4</u>	Butt End Bolts.....	<u>1 1/4</u>	<u>1 1/4</u>
<u>1 1/4</u>	<u>1 1/4</u>		<u>1 1/4</u>	<u>1 1/4</u>	Lower Pintle of the Rudder.....	<u>1 1/4</u>	<u>1 1/4</u>
<u>1 1/4</u>	<u>1 1/4</u>		<u>1 1/4</u>	<u>1 1/4</u>	Hold Beam.....	<u>1 1/4</u>	<u>1 1/4</u>
<u>1 1/4</u>	<u>1 1/4</u>		<u>1 1/4</u>	<u>1 1/4</u>	Deck Beam.....	<u>1 1/4</u>	<u>1 1/4</u>
<u>1 1/4</u>	<u>1 1/4</u>		<u>1 1/4</u>	<u>1 1/4</u>	Lower Deck W Way & Clamps	<u>1 1/4</u>	<u>1 1/4</u>

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 366 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, consist of Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Elm 1 piece & Oak and are free from all defects. The Floors consist of Elm 78 1/2 ft Oak & Samarae The First Foothooks of Samarae & Oak Timber. The Second Foothooks of Oak & Samarae The Third Foothooks of Samarae The Top Timbers of Samarae The Shifts of the first and second Foothooks are not less than 5 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 5 x 6 feet a little less at the turn of Quarter The Frame is Well squared from the first Foothook Heads upwards, and 11 free from sap, and from thence downwards, the frame is square excepting the Samarae Foothook The ~~at the~~ Frames are all bolted together to the Gunwale. all built in frames N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than 2 to 4 of the entire moulding at that place. The Frame is cross chocked with a Butt at each end of the chock. at floor & Foothook heads The Main Keelson is Oak and free from all defects. The False Keelson is Oak The Deck Beams consist of Samarae The Hold Beams of Sam Oak & Elm The Knees of Spruce & Sam

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Elm From the above named Height to the Light Water Mark Elm From the Light Water Mark to the Wales Samarae The Wales and Black-strakes are Samarae The Topsides Samarae The Sheer-strakes Samarae and Plank-sheers Samarae The Water-ways Yellow Pine The Decks Yellow Pine State of best order The Shifts of the Planking are not less than 50 1/2 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 Three between

Planking Inside.—The Limber-strakes are Elm Not Elm the Bilge Planks Elm The Ceiling, Lower Hold, Sam & Red Pine Between Decks Red Pine Shelf Pieces None Clamps Red Pine & Samarae

Fastenings.—To Hold Beams Spruce & Sam Lodging Knees

Deck Beams Spruce & Samarae Lodging Knees

Number of Breasthooks 6 Oak & Samarae Pointers 1 pr Samarae Crutches Oak

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

Bilge and Limber Strakes are bolted through and clenched. Treenails of Elm Sam & Oak How Made Curved

General Quality of Workmanship very good

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

Builder's Signature Mc Lee Surveyor's Signature Thos. Mengia

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .			Fathoms.	Inches.		N ^o .	Weight.
<i>One Set</i>	Fore Sails,	Chain <i>See note</i>	<i>60</i>	<i>1 1/2</i>	Bower, <i>See note</i>	<i>1</i>	<i>20 3/4</i>
<i>Sails</i>	Fore Top Sails,	Hempen Stream Cable	<i>90</i>	<i>1 3/8</i>		<i>1</i>	<i>24</i>
<i>None from</i>	Fore Topmast Stay Sails,	Hawser	<i>90</i>	<i>7/8</i>	Stream,		
	Main Sails,	Towlines	<i>95</i>	<i>6</i>			
	Main Top Sails,	Warp			Kedge,	<i>1</i>	<i>3.34</i>
and		All of		quality.			

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

She has One Long Boat and Is My Boat

The present state of the Windlass is Strong Capstan Strong Rudder Strong Pumps 2 Cast Iron

General Remarks—Statement and Date of Repairs.

This Ship was not at first intended for Survey but thinking Mr Lee would wish to have it at last I took my notes as the work went on. It framed with Double Floors upon Platform across the Keel. The Lower Foothooks are chiefly Tamarac Crooks wrought without Outside chocks but from want of Seanthing had to be choaked inside many of them from head to heel. The Sidings of the 3 Foothooks & Top timbers are small but the timber is of excellent quality square and free from sap. The Starboard & Port side are 10 inch & planks next taper gradually to 11 1/2 the thickness of Plank. The Plank from Bilge up is Tamarac very good quality and well wrought. The upper & Lower Deck clamps are dovelled to Timbers in straight side & well through bolted. The Sister & Bilge Keelsons are wrought all round & form Hooks & Catches the points of which are bolted from outside to outside with two 1 1/4 metal bolts & four bolts driven from inside clenched in Plank. There is no room for Wing Hanson knees of Wood. I recommend Iron knees to be put upon Mr Hanson. The Rough Sea Rail runs aft to Taper & the height of Post is formed by a 4 inch plank on edge bolted down to rail & Timbers & the Beams are secured by a hanging knee to each Beam. The General Workmanship is very good and when knees & bolts are fitted is eligible to be classed 7, A. The chains and anchors are not the proper size & are to be replaced in Liverpool.

If Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed

7 A

The Amount of the Fee.....£ 5 : — : — is received by me,

Special£ 30 : 17 : 3

Certificate (if required)£ : :

Committee's Minute 185

Character assigned



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