

No. 637 Survey held at Quebec Date October 1863 to June 1864  
on the Ship Superior Master Crawford  
Tonnage Old 1375.05 Built at Quebec When built 1864 Launched June  
By whom built Talin & Dugal Owners H. Ginning & Co.  
Port belonging to Quebec Destined Voyage Liverpool  
If Surveyed while Building, Afloat, or in Dry Dock Ship

Length aloft	201	7	Feet.	Inches.	Extreme Breadth Outside	38	4	Feet.	Inches.	Depth of Hold	25	Feet.	Inches.
Length of Keel	190	Feet.			Thickness of Plank								
Scantlings of Timber.													
TIMBER AND SPACE	32				33								
Floors	13 1/2	10 1/2	15	14 1/2	14 1/2	14 1/2							
1st Foothooks	14	15	14 1/2	13 1/2	14 1/2	14 1/2							
2nd Ditto	13	15	13 1/2	12 1/2	13 1/2	13 1/2							
3rd Ditto	11 1/2	13 1/2	12 1/2	11 1/2	12 1/2	12 1/2							
Top Timbers	10 1/2	12	11	8	10 1/2	10 1/2	8 1/2						
Deck Beams	12	13 1/2	12	9	10 1/2	10 1/2	8 1/2						
Deck Beams, length amidships	36												
Hold Beams	14 1/2	16	14 1/2	12 1/2	14 1/2	14 1/2	12						
Hold Beams, length amidships	35												
Keel	16	17 1/2			16 1/2	16 1/2							
Scarp of Ditto	7	3			7	0							
Keelsons	19 1/2	20			17 1/2	17 1/2							
Scarp of Ditto	8 1/2				7	0							

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.													
Heel-Knee, & Deadwood abaft	1 1/2	1 1/2	1 1/2		Transoms and throats of Hooks	1 1/2	1 1/2	1 1/2		Hold Beam	Waterway	1 1/2	1 1/2
Scarp of Keel, No. 9	1 1/4	1 1/4	1 1/4		Arms of Hooks	1 1/4	1 1/4	1 1/4		Bolts in	Knees	1 1/4	1 1/4
Keelson Bolts through Keel	1 1/2	1 1/2	1 1/2		Thro' Bilge & Limber Strakes	1	1	1			Shelf or Clamp	1 1/4	1 1/4
at each Floor	1 1/2	1 1/2	1 1/2		Thickstuff over Double Floors	1 1/2	1 1/2	1 1/2		Deck Beam	Waterway	1 1/2	1 1/2
Bolts thro' Heels of Timbers	1 1/2	1 1/2	1 1/2		Butt End Bolts	1 1/2	1 1/2	1 1/2		Bolts in	Knees	1 1/2	1 1/2
against Deadwood	1 1/2	1 1/2	1 1/2		Pintles of the Rudder	1 1/2	1 1/2	1 1/2			Shelf or Clamp	1 1/2	1 1/2
										Nails or Bolts in Flat of Deck		1 1/2	1 1/2
										Treenails	1 1/2	1 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 4 1/4 Inches.  
The Floors consist of Birch & Rock Elm for 94 feet, rem. The First Foothooks of Samarac  
The Second Foothooks of Samarac The Third Foothooks and Top Timbers of Samarac  
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 feet to 5 ft 6 in  
The Frame is well squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is good  
The Frames are iron bolted together to the Gunwale. 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 part chocked with a Butt at each end of the chock. The Main piece of Rudder is Oak of Windlass is Oak  
The Keel is Grey & Rock Elm The Main Keelson is Oak and free from all defects.  
The Stem, and Stern Post of Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Oak & Samarac Deadwood, of Samarac and are free from all defects.  
The Deck and Hold Beams of Samarac The Breasthooks of Sam & Iron The Knees of Sam & Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Grey & Rock Elm & Samarac  
From the above named Height to the Light Water Mark Rock Elm & Samarac  
From the Light Water Mark to the Wales Samarac  
The Wales and Black-strakes are Samarac & Red Pine The Topsides & Sheer-strakes Samarac & Red Pine  
The Spirketting and Plank-sheers Samarac The Water-ways { Upper Deck Yellow Pine Lower Deck Red Pine & Sam  
The Decks Yellow 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 free strakes between, and without step-butting.  
Planking Inside.—The Limber-strakes and Bilge-strakes are Rock Elm & Samarac  
The Ceiling, Lower Hold, and between Decks Samarac Shelf Pieces and Clamps Samarac  
Fastenings.—To Hold Beams Quinch Samarac lodging knees with an iron Ruler to every beam end all well fitted and through bolted.

Deck Beams 7 1/2 inch Samarac lodging knees with an iron hanging knee to every beam end, all well fitted and through bolted.  
Number of Breasthooks Eight (8) Pointers None Crutches Seven (7) Sam & Iron  
Butt End Bolts are of Yellow Metal in the Bottom. Two Bolts in each Butt End one through and clenched.  
Bilge and Limber Strakes are Yellow Metal bolted through and clenched. Treenails of Sam & Rock Elm How Made Turned  
Thickstuff over Double Floors are iron bolted through and clenched. General Quality of Workmanship very good

We certify that the above is a correct description of the several particulars therein given  
Builder's Signature Talin & Dugal Surveyor's Signature J. A. Ridley



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

She has SAILS.		CABLES, &c.			ANCHORS, and their weights.			
No.			Fathoms.	Inches.	Tested to.	No.	Weight.	Tested to.
21 pieces	Fore Sails,	Chain .....	180	1 7/8		Bower, Patent S.S.	1	28.0.0
	Fore Top Sails,	Hempen Stream Cable ..				Patent S.S.	1	28.0.0
	Fore Topmast Stay Sails,	Hawser .....	90	10		Stream, .....		
	Main Sails,	Towlines .....	90	6				
	Main Top Sails,	Warp .....				Kedge, .....	1	6.0.0
		All of <u>good</u> quality.						

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

She has One Long Boat and pinnace & gig  
The present state of the Windlass is good Capstan good Rudder good Pumps 2 of brass iron.

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

Order for Special Survey, October 1863 DATES of Surveys  
No. \_\_\_\_\_ Date \_\_\_\_\_ held while building, 1st. When the Frame is completed  
Order for Ordinary Survey, \_\_\_\_\_ 2nd. When the Beams are put in, &c. Specially  
No. \_\_\_\_\_ Date \_\_\_\_\_ as per Section 35. 3rd. { When completed, and before the } Surveyed.  
plank be painted or payed

This Vessel's frame is built with double floors all fore & aft - Keelsons are well fitted, this bolted in every floor & clenched under Keel - 21 pairs of Iron plates 5" by 3/4" are worked on the outside, & bolted in every frame with 1" iron - 3/4" three strakes 12 x 12 of Rock Elm & Tamarac are worked over shoot floor heads, & 18" futtock heels, with this, & the bolted every 4' with 1 1/2" iron - Casing & all inside work is well sealed & fitted to timbers - Beam ends are all dowelled - Upper deck Waterway is well fitted & bolted as per Table B - Air openings are cut as per Rule Section 41 - Shelves, Clamps and lower deck Waterway are all well fitted to timbers & this bolted - The transverse sectional area of the shelf pieces & Waterways are each equal in contents to the transverse sectional area of the Beams of their respective decks at their ends as given in

	Hold	Deck
Number of Knee solid arms	33	33
Length of Knee arm	4.3	3.9
" " Side arm	14.3	6.3
Breadth of Knee	5	4 1/2
Thickness at Butts of Limbs	3 1/4	1 1/2
" " Angle	5 1/2	4 1/2
" " Chloaf	3	3
" " Ends	3 1/4	1 1/2
Size of Butts	1 1/4	1 1/8
Throat bolts	1 1/8	1 1/4
Number of bolts Beam arm	4	4
" " Side arm	13	5
Distance between bolts	18 1/2	
Number of yellow metal bolts in Riders	9	

Table C - Thick strakes are fitted & bolted "as per Rule Section 36" - Butts & Ridges are thus fastened "as per Rule Section 46" - She has a fair proportion of this fastening all over & in our opinion faithfully built & eligible to Class 7A

Charles R. Cooker.

Present condition of Caulking 2.6.64 of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_

We are are of opinion this Vessel should be Classed 7A

The Amount of the Fee. Class 7A £ 5 : 0 : 0 is received by me, J. A. Ridley

Special ..... £ 70 : 10 : 0

Certificate ..... £ : :

Committee's Minute 23<sup>rd</sup> September 1864

Character assigned A - for 7 Years