

No. 2657 Survey held at Sunderland Date February 1845
 on the 13th "Amie Niagara Master Gourley
 Tonnage 536 Built at Sunderland When built 1845
 By whom built The Airtast Owners Gourley & Co
 Port belonging to Lassa Destined Voyage Montreal
 If Surveyed Afloat or in Dry Dock During the Building

| Scantlings of Timber. | Length aloft | Feet. Inches. | Extreme Breadth | Feet. Inches. | Depth of Hold | Thickness of Plank. | Feet. Inches. |
|---------------------------|--------------|---------------|---------------------|----------------------------|-------------------|---------------------|---------------|
| Timber and Space | full | each 12 | Moulded 11 9 | Keel to Bilge 9 | Foot Waling 3 1/2 | Outside. Inside. | Inches. |
| Floors | sided | 11 | 8 1/2 | Bilge Planks 4 | Bilge Planks 1 | | |
| 1 st Foothooks | " 9 1/2 | " 8 1/2 | Bilge to Wales 3 | Ceiling in Flat 2 1/2 | | | |
| 2 nd Ditto | " 9 | " 8 | Wales 4 1/2 | Ditto Bilge to Clamp 2 1/2 | | | |
| 3 rd Ditto | " 8 | " 7 | Topsides 2 1/2 | Hold Beam Clamps 4 | | | |
| Top Timbers | " 12 | " 5 | Sheer Strakes 3 1/2 | Deck Beam Ditto 3 | | | |
| Deck Beams N°. of 10 | 8 1/2 | 8 1/2 5 1/2 | Plank Sheers 3 | Ceiling 'twixt Decks 2 | | | |
| Hold Beams N°. of 10 | 10 1/2 | 10 1/2 8 | Water-Ways 7 | Hold Beam Shelves 1 | | | |
| Keel | " 11 | " 9 | Upper Deck 3 | Deck Beam Ditto 1 | | | |
| Kelsons | " 12 1/2 | " 13 | | | | | |

| Size of Bolts in Fastenings. | | Iron. |
|------------------------------|---------------------------------------|-------------------------------|
| Copper. Y Metal | Heel-Knee, and Dead Wood abaft | 1 1/2 |
| | Scarps of Keel N°. 8 | 3/4 |
| | Floor Timber Bolts | 1 |
| | Kelson ditto | 1 1/2 |
| | Transoms and throats of Hooks | 1 1/2 |
| | Arms of Hooks | 1 1/2 |
| Copper. Y Metal | Bolts thro' the Bilge and Foot-Waling | 3/4 |
| | Butt End Bolts | 3/4 |
| | Lower Pintle of the Rudder | 3 |
| | | same in Iron above the Copper |

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 inches. The Space between the Top-timbers is 1 1/2 inches. The Stem, Stern Post, are composed of Amer. Oak the Transoms, Aprons,

Knight Heads, Hawse Timbers, of English Oak and are ~~perfectly~~ free from all defects.

The Floors and first Foothooks are composed of English Oak Timber.

The other Foothooks and 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 fair

The Frame is ~~fully~~ squared from the first Foothook Heads upwards, and ~~reasonably~~ free from sap, and from thence downwards, the frame is mostly well squared

The alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1 1/2 to 2 1/2 of the entire moulding at that place.

The Frame is not chocked with a Butt at each end of the chock.

The Main Kelson is composed of Amer. Oak and the False Kelson of Amer. Oak 17 1/2 to 18 1/2

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

The Deck and Hold Beams are composed of English Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer. Oak

From the first Foothook Heads to the Light Water Mark of Pitch pine and Foreign Oak

From the Light Water Mark to the Wales of English and Amer. Oak

The Wales and Black-strokes are of English and Amer. Oak The Topsides of English Oak

The Sheer-strokes and Plank-sheers of English and Amer. Oak The Water-ways of Pine

The Decks of Pine State of good

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 fairly, mostly between

Planking Inside.—The Limber-strokes are composed of Amer. Oak the Bilge Planks of Amer. Oak

The Ceiling, Lower Hold, of Amer. Oak Between Decks of Pine

Clamps of English and Amer. Oak

Shelf Pieces of for Stays and for Hanging and for Drawers each side

Fastenings.—To Hold Beams for Stays and for Hanging and for Drawers each side

Deck Beams for Stays and for Hanging and for Drawers each side

Number of Breasthooks 8 Pointers the hair Crutches the Crutches and Drawers each side

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

Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship Sound

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

Builder's Name

Surveyor's Name

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. | No. | |
|-----|--------------------------|----------|-----------------------------|-----|----------------------------------|
| 2 | Fore Sails, | 200 | 1 1/4 - 1 1/2 | 3 | Bower, 15.0.20. 14.2.0. 14.0.23. |
| 2 | Fore Top Sails, | 80 | 8 1/4 | 1 | Stream, 5.0.0. |
| 2 | Fore Topmast Stay Sails, | 60 | 13 1/4 | 1 | Kedge, 2.0.0. |
| 1 | Main Sails, | 80 | 5 1/2 | | |
| 2 | Main Top Sails, | 2 | Warp 80 fms. each. 50 3/4 | | |
| | and <u>several other</u> | | All of <u>good</u> quality. | | |

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

She has one Long Boat and two other boats

The present state of the Windlass is Stiff Capstan Worn and Rudder Sufficient
with purchase

General Remarks—Statement and Date of Repairs.

The frame of this Ship is good in quality and sufficiently
Mortised, Fairly wrought and fitted, and generally well squared
Keel head, Hawse Timbers, Spars &c. are apparently sound and well squared
The Upper and Low. deck. Posts. Beams, are all of sufficient strength
apparently sound and generally well squared;

The quality of plank appear sound and good; well wrought and fitted
and free from sap; Timbers of English Oak (Lignum Tenue)
Upper and Low. deck Beams, Planks & Posts all well and securely fastened

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

This Vessel was regularly Surveyed during the Building; Notes taken at the
following dates 23. 27. 11. 16. 21. 4. 18.

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 10 class.

£ The Amount of the Fee £ 4 : .. : .. is received by me,

Special £ 10 : .. : ..

John Brunton

Committee's Minute 18th Feb 1845

Character assigned 1 for 10 years

From: A Certificate of the last four years is required



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