

No. 2844 Survey held at Sunderland Date February 14<sup>th</sup> Rec. 21/2/46  
on the Ship "Acadia" Master James Charles Dunn 1846  
Tonnage 419 G. Built at Sunderland When built 1846  
By whom built Thomas Gales Owners C. Walton  
Port belonging to London Destined Voyage London & Halifax  
If Surveyed Afloat or in Dry Dock during Building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.	
	123	8		27	1		19	4	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space	each	Inches.	Moulded	Inches.	Ends	Outside.	Inches.	Inside.	
Floors	sided	13		13	10 1/2	Keel to Bilge	3	Foot Waling	4
1 <sup>st</sup> Foothooks	"	10 1/2	"	9 3/4		Bilge Planks	4	Bilge Planks	4
2 <sup>nd</sup> Ditto	"	10	"	8 3/4		Bilge to Wales	3 1/2	Ceiling in Flat	2 3/4
3 <sup>rd</sup> Ditto	"	9 1/2	"	8		Wales	5	Ditto Bilge to Clamp	2 3/4
Top Timbers	"	8 1/2	"	5 1/2		Topsides	2 3/4	Hold Beam Clamps	5 1/4
Deck Beams	N <sup>o</sup> . of 26	3 1/2 to 4 ft	"	10 1/2	6 1/2	Sheer Strakes	4	Deck Beam Ditto	4 1/2 to 5 1/2
Hold Beams	N <sup>o</sup> . of 18	4 to 4 1/2	"	12 1/2	10	Plank Sheers	3 1/2	Ceiling 'twixt Decks	2 1/2
Keel	"	13	"	9 1/2		Water-Ways	8 3/4	Hold Beam Sheeting	10 by 5
Kelsons	"	13	"	24		Upper Deck	3 1/4	Deck Beam Ditto	10 by 5 1/2
Size of Bolts in Fastenings, distinguishing whether									
Copper or Iron.			Copper or Iron.			Iron.			
Heel-Knee, and Dead Wood abaft	1 1/8		Bolts thro' the Bilge and Foot Waling	1 1/4	3/4	Hold Beam	1 1/2		
Scarp of Keel	N <sup>o</sup> . 8	7/8	Butt End Bolts	3/4		Deck Beam	1 1/8		
Floor Timber Bolts	1 1/8		Lower Pintle of the Rudder	3 1/2					
Kelson ditto	1 1/8								
Transoms and throats of Hooks	1 1/8								
Arms of Hooks	1 1/8								

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 2 Inches. The Space between the Top-timbers is 3 to 4 Inches. The Stem, Stern Post, are composed of African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng Oak and are free from all defects.

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

The other Foothooks and Top Timbers of Eng Oak

The Shifts of the first and second Foothooks are not less than 1/4 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are good

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

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

The Butts of the Timbers are all close together; their thickness not less than 1/4 to 1/3 of the entire moulding at that place.

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

The Main Kelson is composed of Afr Oak & Eng Oak and the False Kelson of Amer Oak

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

The Deck and Hold Beams are composed of Afr Eng & French 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 Sawing Oak

From the Light Water Mark to the Wales of Afr & Eng Oak and Greenheart

The Wales and Black-strakes are of Afr & Eng Oak The Topsides of Eng & Afr Oak

The Sheer-strakes and Plank-sheers of Afr & Eng Oak & Paul The Water-ways of Battic Fri

The Decks of G. Pine State of

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 Free between

**Planking Inside.**—The Limber-strakes are composed of Sawing Oak the Bilge Planks of Amer & Sawing Oak

The Ceiling, Lower Hold, of Sawing & Eng Oak Between Decks of Amer Oak

Shelf Pieces of Clamps of Sawing Oak

**Fastenings.**—To Hold Beams Iron Staple Lodging Pins and 9 pair of Iron Hanging Pins

Deck Beams Iron Staple Lodging Pins 15 pair of Iron Hanging Pins, and 7 pair of Iron Staple Standards

Number of Breasthooks Six & Thompson Pointers one pair Two Iron Crutches and Three Iron Pins on each side

Butts End Bolts are of 4 Metal in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling is well bolted through and clenched.

General Quality of Workmanship good

We certify that the preceding is a correct description of the above-named Vessel,  
Builder's Name Thomas Gales Surveyor's Name Jos. B. Miley



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches	N <sup>o</sup> .	
2	Fore Sails,	240	Chain .....	1 1/2	3	Bower, 19.2.14.18.3.0.17.3.0
1	Fore Top Sails,	70	Hempen Stream Cable .....	4	1	Stream, 4.3.10
2	Fore Topmast Stay Sails,	70	Hawser .....	1 1/2	1	Kedge, 2.0.16
1	Main Sails,	90	Towlines .....	6		
2	Main Top Sails,	90	Warp .....	4 1/2		
and <u>stays as usual</u>			All of <u>good</u> quality.			

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

She has the Long Boat and two other boats

The present state of the Windlass is good Capstan which and Rudder and Staves good & sufficient  
patent purchase

**General Remarks—Statement and Date of Repairs.**

*This vessel is built in accordance with the rules and in all respects eligible for the class recommended, the quality of material and workmanship is sound and good throughout—*

*Surveyed on the*  $\frac{23}{10}$   $\frac{31}{10}$   $\frac{20}{11}$   $\frac{8}{12}$   $\frac{22}{12}$   $\frac{2}{1}$   $\frac{8}{1}$   $\frac{21}{1}$   $\frac{2}{2}$   $\frac{14}{2}$

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

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

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Feb

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute 24th Feb 1846

Character assigned A 1 for 10 years

Thos. B. Smiley  
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