

CANTERBURY

No. 159 Survey held at Monkton N.B. Date August 1855  
 on the New Ship "Maggie Miller" Master H. J. Cooper  
 Tonnage Old 1501 Built at Monkton N.B. When built 1855 Launched August 1855  
 By whom built G. & J. Salter Owners George Salter  
 Port belonging to St. John N.B. Destined Voyage Liverpool  
 If Surveyed while Building, Afloat, or in Dry Dock While building

Length aloft	Feet. 214	Inches. 5/10	Extreme Breadth	Feet. 38	Inches. 6/10	Depth of Hold	Feet. 22	Inches. 4/10
— of Beel — — 202								
Scantlings of Timber.				Thickness of Plank.				
Room and Space	Inches. 30		Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors	Double sided	3/4	Moulded	16	Keel to Bilge	9 to 5	Limber Strakes	10
1st Foothooks	2 1/4	11	15	13	Bilge Planks	5	Bilge Planks	8
2nd Ditto	2 1/8	11	13	13	Bilge to Wales	5	Ceiling in Flat	4
3rd Ditto	10 1/2	11	10	10	Wales	6 1/2	on 2 thicknesses of 2 1/2" =	5
Top Timbers	10 1/4	11	9 @ Gun	9	Short Hoods	5	Ditto Bilge to Clamps over diagonal ceiling	5
Deck Beams N° 34	Average Space } 4 feet 6	11	12 to 16	10 1/2 9 1/2	Topsides	5 1/4	Hold Beam Clamps	5 3/4
Hold Beams N° 34	Average Space } 4 " 6	11	14 to 16	14 1/2 12 1/4	Sheer Strakes	5	Deck Beam Ditto	5 1/2
Keel	2 pieces = 16 x 20	11	8 1/2	12	Plank Sheers	5	on 2 thicknesses of 2 1/2" =	5
Keelsons	18	11	8	35	Water-Ways	11 x 18	Ceiling 'twixt Decks	5
Scarp of Ditto	6 1/2 feet	11	6 1/2 feet		Upper Deck	4	diagonal ceiling	6 1/2
							Hold Beam Shelves	6 1/2
							Deck Beam Ditto	8

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

Heel-Knee, and Deadwood abaft	Copper 1 1/2	Iron 1 1/2	Transoms and throats of Hooks	Copper 1 1/2	Iron 1 1/2	Lower Pintle of the Rudder	Copper 3 1/2	Iron 3 1/2
Scarp of Keel N° 8	1 1/4	1 1/4	Arms of Hooks	1 1/4	1 1/4	Hold Beam	1 1/4	1 1/4
Floor Timber Bolts	3/8	3/8	Bolts thro' Bilge & Limber Strakes	1	1	Deck Beam	1 1/8	1 1/8
Kelson ditto	3/8	3/8	Butt End Bolts	1 1/8	1 1/8			

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 5 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 Jamarac & Oak and are free from all defects. The Floors consist of 100 feet of Birch The First Foothooks of Jamarac Timber. The Second Foothooks of Jamarac The Third Foothooks of Jamarac The Top Timbers of Jamarac. The Shifts of the first and second Foothooks are not less than 5 1/2 feet N.B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 5 to 6 feet. Except at Quarters which are 4 feet 6. The Frame is squared from the first Foothook Heads upwards, and generally free from sap, and from thence downwards, the frame is Square. The alternate 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 1/8 of the entire moulding at that place. The Frame is cross chocked with 2 Butts at each end of the chock. The Main Keelson is Pitch Pine and free from all defects. The False Keelson is Red Pine. The Deck Beams consist of Jamarac, Oak, and The Hold Beams of Pitch Pine The Knees of Jamarac & Spruce.

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is Birch, and Red Pine. From the above named Height to the Light Water Mark Red Pine, and Jamarac. From the Light Water Mark to the Wales Red Pine and Jamarac. The Wales and Black-strakes are Jamarac and Red Pine The Topsides Jamarac, and Red Pine. The Sheer-strakes Jamarac and Plank-sheers Jamarac. The Water-ways White Pine Red Pine. The Decks White Pine State of Good Order. The Shifts of the Planking are not less than 5 Feet 1 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 Red Pine the Bilge Planks Jamarac, & Red Pine. The Ceiling, Lower Hold Jamarac & Red Pine Between Decks Jamarac, & Red Pine. Shelf Pieces Jamarac, Red, and Pitch Pine. Clamps Jamarac, Red and Pitch Pine.

**Fastenings.**—To Hold Beams Logging Pines of Jamarac and Spruce 1 1/2 inches, and bolted with 1 1/4 Iron. Deck Beams Logging Pines of Jamarac and Spruce 1 1/2 inches and bolted with 1 1/8 Iron. Number of Breasthooks Six Pointers Two Pairs Crutches One. Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Jamarac How Made Turned. General Quality of Workmanship Good.

We certify that the preceding is a correct description of the above-named Vessel,  
 Builder's Signature (Signed) Joseph Salter Surveyor's Signature [Signature]  
 SEYFANG AND CO., PRINTERS, FARRINGTON STREET, LONDON.



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> .	Weight.
<i>One suit of Sails.</i>	Fore Sails,	Chain .....	90 2	Bower, .....	42-
	Fore Top Sails,	Hempen Stream Cable .....	90 2		43-
	Fore Topmast Stay Sails,	Hawser .....	90 10 1/2	Stream, .....	
	Main Sails,	Towlines .....	8		
	Main Top Sails,	Warp .....		Kedge, .....	
and		All of <u>Good</u> quality.			

Her Standing and Running Rigging Are sufficient in size and Good in quality.

She has Two Boats viz 1 Long Boat and 28 feet Pinnace 24 feet, and Two Cutters of 22 feet each

The present state of the Windlass is Good Capstan Good Rudder Good Pumps Two of Iron

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

This Ship was built under a Common Survey or according to the Rules Section 35. The Frame is made with Double Floors. and has Diagonal Beiling worked in two thicknesses of 2 1/2 inch each at Right angles with each other. running from the Upper Deck Clamp to the 1<sup>st</sup> Foothook Heads.

The Upper and Lower Deck Shelves; and Clamps are through battened. The Upper Deck being secured with 1 3/8. and the Lower with 1 1/4 iron.

The Ironails are well driven. and the Caulking sound. The Masts and Spars are well made.

and when Iron Breeches. Riders. and Bratches are fitted. She is eligible to Class Y. A.

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

I am of opinion this Vessel should be Classed Y. A.

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

*Oct 5*  
Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute 15<sup>th</sup> July 1856

Character assigned A 1 for 7 Yrs