

No. 156 Survey held at Newport Date 22 June 1854  
on the 13th Repeater Master James Hardcastle  
Tonnage 296 tons Built at In Norwich When built In the year 1849  
By whom built \_\_\_\_\_ Owners Messrs Harper & Son  
Port belonging to Newport Destined Voyage Baltimore  
If Surveyed Afloat or in Dry Dock On patent Slip

Length aloft	Feet. 102	Inches.	Extreme Breadth	Feet. 29	Inches.	Depth of Hold	Feet. 15	Inches. 6
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>					
Room and Space	24		Outside.			Inside.		
Floors	11	Moulded	Keel to Bilge	3 1/2		Limber Strakes	5	
1st Foothooks	11	"	Bilge Planks	4		Bilge Planks	5	
2nd Ditto	10	"	Bilge to Wales	3		Ceiling in Flat	3	
3rd Ditto	10	"	Wales	3		Ditto Bilge to Clamp	3	
Top Timbers	9	"	Topsides	5		Hold Beam Clamps	5	
Deck Beams No 16	12	"	Sheer Strakes	5		Deck Beam Ditto	5	
Hold Beams No 12	12	"	Plank Sheers	5		Ceiling 'twixt Decks	3	
Keel	12	"	Water-Ways	6		Hold Beam Shelves	7	
Kelsons	14	"	Upper Deck	2 1/2		Deck Beam Ditto	7	

Size of Bolts in Fastenings, distinguishing whether			Iron.			
Copper or Iron.			Copper or Iron.			
Heel-Knee, and Dead Wood abaft	1 1/8		Bolts thro' the Bilge and Limber Strakes	1 1/8	Hold Beam	3/4
Scarphs of Keel	1	N°. 3	Butt End Bolts	1 1/8	Deck Beam	3/4
Floor Timber Bolts	1 1/8		Lower Pintle of the Rudder	3	Well bolted in every part several extra iron knees - all through the ship -	
Kelson ditto	1 1/8		all well fastened in in all its parts			
Transoms and throats of Hooks	1					
Arms of Hooks	1 1/8					

**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 2 1/2 Inches. The Stem, Stern Post, are composed of Black Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Spruce & Hackmatack and are now free from all defects. The Floors and first Foothooks are composed of Black Birch Timber. The other Foothooks and Top Timbers of second foothook's birch - third & 4th planks Hackmatack. 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 6 feet. The Frame is — squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is as those vessels generally are. The alternate Frames are — bolted together. all the frames are bolted together N. B. If not, state how bolted. The Butts of the Timbers are nearly close together; their thickness not less than 1/2 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. as far as can be seen. The Main Kelson is composed of Pitch pine and the False Kelson of Elm. The Scarphs of the Kelsons are not less than 8 feet — inches. The Deck and Hold Beams are composed of Spruce of good Quality.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Black Birch. From the first Foothook Heads to the Light Water Mark of Black Birch. From the Light Water Mark to the Wales of Spruce. The Wales and Black-strakes are of Spruce. The Topsides of Spruce. The Sheer-strakes and Plank-sheers of Spruce. The Water-ways of Spruce. The Decks of Spruce. State of perfectly new. 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 — between

**Planking Inside.**—The Limber-strakes are composed of pitch pine the Bilge Planks of pitch pine. The Ceiling, Lower Hold, of Birch. Between Decks of Spruce. Shelf Pieces of Spruce. Clamps of pitch pine.

**Fastenings.**—To Hold Beams Four good Spruce knees well bolted in every part with. Deck Beams Four Spruce knees to each are well bolted in every part, with additional. From knees to every alternate beam with three iron Riders at each side. Number of Breasthooks Four Spruce Pointers two Crutches two. Butts End Bolts are of 1/8 Iron in the Bottom, and One Bolt in each Butt End through and clenched. Bilge and Limber Strakes are all bolted through and clenched. Treenails of all iron Hackmatack. General Quality of Workmanship very good for a vessel of this description.

We certify that the preceding is a correct description of the above-named Vessel,  
Builder's Signature \_\_\_\_\_ Surveyor's Signature M. Denney  
C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON. Lloyd's Register Foundation WEX1031-0155



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,	195	Chain .....	2	Bower, 15 number each
2	Fore Top Sails,	80	Hempen Stream Cable .....	1	Stream, 8
2	Fore Topmast Stay Sails,		Hawser .....	1	Kedge, 6
1	Main Sails,	70	Towlines .....		all new
2	Main Top Sails,	70	Warp .....		
	and <u>all new</u> in the		All of <u>good</u> quality.		

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

She has One good Long Boat and Life boat & Stern boat all in good condition

The present state of the Windlass is Complete Capstan new and Rudder new Pumps new

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

This vessel has been on shore at this port about 4 months back & had to be discharged, received some damage and was sold in to this port, she was on her voyage from Liverpool to Halifax, with a cargo of Salt,

Repairs on patent ship several new floors, new Nelson, all new sheeling in the flat in side, new bulge planks of pitch pine of 6 feet in length, well bolted to every footboard, new stringers to fore deck beams of pitch pine all well bolted, Nelson bolted through every floor, — all new spars, all retolled from keel to hatch ways, with Iron, & treenails — extra Iron knees to transoms, Caulked all over, & every thing done that was required by the Rules, is now perfectly stout staunch & strong to take a cargo of dry & perishable goods to any part of the world

I consider her a much better vessel than when launched,

If sheathed, doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed At 4 years from the present time,

The Amount of the Fee.....£ 3 : 0 : 0 is received by me,

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute 28<sup>th</sup> June 1840

Character assigned 1st class

The Board request of this Certificate as the vessel sails on a day or two



Lloyd's Register Foundation