

No. 1408 Survey held at Whitehaven Date 19 August 1854  
on the 437 "Commodore" Master Spedding  
Tonnage Old Built at Prince Edwards Island When built 1853 Launched  
By whom built New 122 Owners Captain & Others  
Port belonging to Whitehaven Destined Voyage Coasting  
If Surveyed while Building, Afloat, or in Dry Dock On Blocks & Afloat

Length aloft ..... Feet. Inches. Extreme Breadth ..... Feet. Inches. Depth of Hold ..... Feet. Inches.

Scantlings of Timber.				Thickness of Plank.			
				Outside.		Inside.	
Room and Space				Keel to Bilge	Inches.	Limber Strakes	Inches.
Floors	sided	Moulded		Bilge Planks		Bilge Planks	
1 <sup>st</sup> Foothooks	"	"		Bilge to Wales		Ceiling in Flat	
2 <sup>nd</sup> Ditto	"	"		Wales		Ditto Bilge to Clamp	
3 <sup>rd</sup> Ditto	"	"		Short Hoods		Hold Beam Clamps	
Top Timbers	"	"		Topsides		Deck Beam Ditto	
Deck Beams N <sup>o</sup>	Average Space }	"	"	Sheer Strakes		Ceiling 'twixt Decks	
Hold Beams N <sup>o</sup>	Average Space }	"	"	Plank Sheers		Hold Beam Shelves	
Keel	"	"	"	Water-Ways		Deck Beam Ditto	
Keelsons	"	"	"	Upper Deck			
Scarp of Ditto	"	"	"				

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

	Copper			Copper			Copper	
	Inches.	Iron		Inches.	Iron		Inches.	Iron
Heel-Knee, and Deadwood abaft			Transoms and throats of Hooks			Lower Pintle of the Rudder		
Scarp of Keel N <sup>o</sup> .			Arms of Hooks			Hold Beam		
Floor Timber Bolts			Bolts thro' Bilge & Limber Strakes			Deck Beam		
Keelson ditto			Butt End Bolts					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, consist of \_\_\_\_\_ the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of \_\_\_\_\_ and are \_\_\_\_\_ free from all defects. The Floors consist of \_\_\_\_\_ The First Foothooks of \_\_\_\_\_ Timber. The Second Foothooks of \_\_\_\_\_ The Third Foothooks of \_\_\_\_\_ The Top Timbers of \_\_\_\_\_ The Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are \_\_\_\_\_ The Frame is \_\_\_\_\_ squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_ N. B. If not, state how bolted. The alternate Frames are \_\_\_\_\_ bolted together to the Gunwale. The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place. The Frame is \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock. The Main Keelson is \_\_\_\_\_ and free from all defects. The False Keelson is \_\_\_\_\_ The Deck Beams consist of \_\_\_\_\_ The Hold Beams of \_\_\_\_\_ The Knees of \_\_\_\_\_

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is \_\_\_\_\_ From the above named Height to the Light Water Mark \_\_\_\_\_ From the Light Water Mark to the Wales \_\_\_\_\_ The Wales and Black-strakes are \_\_\_\_\_ The Topsides \_\_\_\_\_ The Sheer-strakes \_\_\_\_\_ and Plank-sheers \_\_\_\_\_ The Water-ways \_\_\_\_\_ The Decks \_\_\_\_\_ State of \_\_\_\_\_ The Shifts of the Planking are not less than \_\_\_\_\_ 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 the Bilge Planks \_\_\_\_\_

**Planking Inside.**—The Limber-strakes are \_\_\_\_\_ Between Decks \_\_\_\_\_ The Ceiling, Lower Hold, \_\_\_\_\_ Shelf Pieces \_\_\_\_\_ Clamps \_\_\_\_\_

**Fastenings.**—To Hold Beams \_\_\_\_\_

Deck Beams \_\_\_\_\_

Number of Breasthooks \_\_\_\_\_ Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

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

Bilge and Limber Strakes \_\_\_\_\_ bolted through and clenched. Treenails of \_\_\_\_\_ How Made \_\_\_\_\_

General Quality of Workmanship \_\_\_\_\_

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

Builder's Signature \_\_\_\_\_

Surveyor's Signature \_\_\_\_\_





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.
2	Fore Sails,	Chain .....	150	1	in	Bower, .....	1	9.1.0
2	Fore Top Sails,	Hempen Stream Cable .....	90	5	1/2		1	8.3.0
2	Fore Topmast Stay Sails,	Hawser .....				Stream, .....	1	4.2.-
1	Main Sails,	Towlines .....	90	3	1/2			
1	Main Top Sails,	Warp .....	90	3		Kedge, .....	1	2.2.-
and <u>a single suit of other sails</u>		All of <u>good</u> quality.						

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

She has one Long Boat and

The present state of the Windlass is patent Capstan Winch Rudder good Pumps 2 of Metal

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

This Vessel being intended for the Iron Ore trade. The main keelson has been renewed with Am Oak sides 13 in. & moulded 19 in. added; Bilge keelsons of Elm s. 13 in. No. 6 in extending from the fore to Main Mast—2 Hold Beams of Samarae fastened with Iron lodging knees.

Retenailed from Sturstrakes to Bilges and caulked throughout

If Sheathed, Doubled, Felted, or Coppered none When last done

I am of opinion this Vessel should be Classed A 1

The Amount of the Fee.....£ : 10 : - is received by me,

Oct Special .....£ : :

Certificate (if required) .....£ : 2 : 6

Committee's Minute 6th Oct 1854

Character assigned 4 A 1

Thos. W. Hawn



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