

No. 1408 Survey held at Whitehaven Date 19 August & 2nd Oct^r 1854
 Supp 13 on the 43^g "Commodore" Master Spedding
 Tonnage Old Built at Prince Edward's 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.			
Room and Space	Inches.	Inches. Middle Ends	Outside.	Inches.	Inside.	Inches.
Floors.....sided		Moulded	Keel to Bilge		Limber Strakes	
1 st Foothooks....."		"	Bilge Planks		Bilge Planks	
2 nd Ditto....."		"	Bilge to Wales		Ceiling in Flat	
3 rd Ditto....."		"	Wales		Ditto Bilge to Clamp	
Top Timbers		"	Short Hoods		Hold Beam Clamps	
Deck Beams N ^o Average Space }		"	Topsides		Deck Beam Ditto.....	
Hold Beams N ^o Average Space }		"	Sheer Strakes		Ceiling 'twixt Decks	
Keel		"	Plank Sheers.....		Hold Beam Shelves	
Keelsons		"	Water-Ways.....		Deck Beam Ditto.....	
Scarphs of Ditto		"	Upper Deck			

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

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft			Transoms and throats of Hooks ..		Lower Pintle of the Rudder
Scarphs of Keel.....N ^o .			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 _____ The alternate Frames are _____ 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 _____ 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 _____



WT11034-0176

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
2	Fore Sails,	Chain	150 1in	Bower,	1 9.1.0
2	Fore Top Sails,	Hempen Stream Cable	90 5 1/2	Stream,	1 8.3.0
2	Fore Topmast Stay Sails,	Hawser			
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 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 13 in. 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,

Special£ : :

Certificate (if required)£ : 2 : 6

Committee's Minute 6th Oct 1854

Character assigned 4 A 1

Thos. W. Hawn