

No. 402 Survey held at West Passage Date 22nd June 1843
on the Schooner "Lady Sale" Master Henry Brown
Tonnage 147 1/2 Built at Passage West When built 17th June 1843
By whom built W & H Brown Owners William Brown
Port belonging to Cork Destined Voyage Liverpool
If Surveyed Afloat or in Dry Dock While Building

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.	
Length aloft	81	4	Extreme Breadth	19	"	Depth of Hold	12	3	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space	each	20		Outside.		Inches.	Inside.		
Floors	sided	9½	Moulded	11	8½	Keel to Bilge	2¼	Foot Waling	2¼
1 st Foothooks	"	7½	"	8½	7½	Bilge Planks	6	Bilge Planks	5
2 nd Ditto	"	7	"	7½	7	Bilge to Wales	2½	Ceiling in Flat	2¼
3 rd Ditto	"	6	"	7	6	Wales	4	Ditto Bilge to Clamp	2
Top Timbers	"	6	"	6	4½	Topsides	2¼	Hold Beam Clamps	2½
Deck BeamsN°. of 21	"	9	"	8	5	Sheer Strakes	3	Deck Beam Ditto	3
Hold BeamsN°. of 6	"	9	"	9	8	Plank Sheers	3	Ceiling 'twixt Decks	2
Keel	"	13	"	14	"	Water-Ways	6	Hold Beam Shelves	4½
Kelsons	"	13	"	14	"	Upper Deck	2½	Deck Beam Ditto	3
Copper.			Size of Bolts in Fastenings.						
Heel-Knee, and Dead Wood abaft <i>Frame</i>	Inches.	1½	Copper.			Inches.	Iron.		
Scarphs of Keel.....N°. <i>88.00</i>	7/8		Bolts thro' the Bilge and Foot Waling	3/4		Hold Beam	3/8		
Floor Timber Bolts..... <i>Iron</i>	1½		Butt End Bolts	5/8		Deck Beam	3/4		
Kelson ditto..... <i>Frame</i>	1½		Lower Pintle of the Rudder	2½		same in Iron above the Copper.....			
Transoms and throats of Hooks	1½	}							
Arms of Hooks	1								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is three Inches. The Space between the Top-timbers is four Inches. The Stem, Stern Post, are composed of Irish Oak the Transoms, Aprons,

Knight Heads, Hawse Timbers, of Irish Oak and are quite free from all defects.

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

The other Foothooks and Top Timbers of Irish Oak

The Shifts of the first and second Foothooks are not less than 3 feet 4 inches N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 to 5 feet

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

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

The Butts of the Timbers are close together; their thickness not less than half of the entire moulding at that place.

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

The Main Kelson is composed of American W Oak and the False Kelson of Amⁿ W Oak

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

The Deck and Hold Beams are composed of American White Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm

From the first Foothook Heads to the Light Water Mark of Red & Pitch Pine

From the Light Water Mark to the Wales of Red & Pitch Pine

The Wales and Black-strakes are of Amⁿ White Oak The Topsides of Pitch Pine

The Sheer-strakes and Plank-sheers of Amⁿ White Oak The Water-ways of Red Pine

The Decks of Yellow Pine State of Very good

The Shifts of the Planking are not less than Four Feet Six 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 well betwe.

Planking Inside.—The Limber-strakes are composed of Amⁿ White Oak the Bilge Planks of Amⁿ W Oak

The Ceiling, Lower Hold, of Amⁿ White Oak Between Decks of Red Pine

Shelf Pieces of Amⁿ W Oak & Pitch Pine Clamps of Amⁿ W Oak & Pitch Pine

Fastenings.—To Hold Beams Diagonal Iron Rods

Deck Beams Bolted to Shelf & Iron Staples between

Number of Breasthooks 3 Iron, 1 into Pointers Pointers Three Pair Crutches One

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

Bilge and Footwaling Copper bolted through and clenched. former only

General Quality of Workmanship very good

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

Builder's Name W & H Brown

Surveyor's Name George Wright

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 .	
2	Fore Sails,	45	Chain	1 1/8	2	Bowery <i>Scut & 7 1/2 cut</i>
1	Fore Top Sails,	75	Hempen Stream Cable	7/8	1	Stream, <i>3.2.5</i>
	Fore Topmast Stay Sails,	80	Hawser	7	1	Kedge, <i>1.1.0</i>
2	Main Sails,	70	Towlines	5		
1	Main Top Sails,	90	Warp	4		
and <i>all of best Canvas</i>			All of <u>good</u> quality.			

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

She has One Long Boat and

The present state of the Windlass is good ^{which} Capstan good and Rudder good

General Remarks—Statement and Date of Repairs.

This is a very neatly finished, well connected and strong built little vessel and

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 8 years etc.

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,

Special£ : :

Committee's Minute 27th June 1843

Character assigned 1 for 0 years

George Wright
Surveyor



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