

No. 402 Survey held at West Passage Date 22<sup>nd</sup> June 1843  
 on the Schooner "Lady Sale" Master Henry Brown  
 Tonnage 147 1/2 Built at Passage West When built 17<sup>th</sup> 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

Length aloft	Feet. Inches. <u>81 4</u>	Extreme Breadth	Feet. Inches. <u>19</u>	Depth of Hold	Feet. Inches. <u>12 3</u>
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Scantlings of Timber.			Thickness of Plank.	
	Inches.		Outside.	Inside.
Timber and Space	each <u>20</u>		Keel to Bilge	<u>2 1/4</u>
Floors	sided <u>9 1/2</u>	Moulded <u>11 8 1/2</u>	Bilge Planks	<u>6</u>
1 <sup>st</sup> Foothooks	" <u>7 1/2</u>	" <u>8 1/2 7 1/2</u>	Bilge to Wales	<u>2 1/2</u>
2 <sup>nd</sup> Ditto	" <u>7</u>	" <u>7 1/2 7</u>	Wales	<u>4</u>
3 <sup>rd</sup> Ditto	" <u>6</u>	" <u>7 6</u>	Topsides	<u>2 1/4</u>
Top Timbers	" <u>6</u>	" <u>6 4 1/2</u>	Sheer Strakes	<u>3</u>
Deck Beams N <sup>o</sup> . of <u>21</u>	" <u>9</u>	" <u>8 5</u>	Plank Sheers	<u>3</u>
Hold Beams N <sup>o</sup> . of <u>6</u>	" <u>9</u>	" <u>9 8</u>	Water-Ways	<u>6</u>
Keel	" <u>13</u>	" <u>14</u>	Upper Deck	<u>2 1/2</u>
Kelsons	" <u>13</u>	" <u>14</u>		

  

Copper.		Copper.		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft	<u>1 1/8</u>	Bolts thro' the Bilge and Foot Waling	<u>3/4</u>	Hold Beam	<u>3/8</u>
Scarphs of Keel N <sup>o</sup> . of <u>88</u>	<u>7/8</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>3/4</u>
Floor Timber Bolts	<u>1 1/2</u>	Lower Pintle of the Rudder	<u>2 1/2</u>		
Kelson ditto	<u>1 1/2</u>			same in Iron above the Copper	<u>1 1/8</u>
Transoms and throats of Hooks	<u>1 1/2</u>				<u>1</u>
Arms of Hooks	<u>1</u>				

**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 American 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 American White Oak. The Topsides of Pitch Pine. The Sheer-strakes and Plank-sheers of American 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 between — and —.

**Planking Inside.**—The Limber-strakes are composed of American White Oak the Bilge Planks of American W Oak. The Ceiling, Lower Hold, of American White Oak Between Decks of Red Pine. Shelf Pieces of American W Oak & Pitch Pine Clamps of American W Oak & Pitch Pine.

**Fastenings.**—To Hold Beams Seasonal Iron Nails. Deck Beams Bolted to Shelf & Iron Staples between. Number of Breasthooks 3 Iron, 2 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 <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
2	Fore Sails,	45	Chain .....	1 1/8	2 Bowers <i>Scut &amp; 7/2 cut</i>
1	Fore Top Sails,	75	do Hempen Stream Cable .....	7/8	1 Stream, <i>3-2-0</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 <sup>which</sup> 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 .....£ : :

*George Wright*  
*Surveyor*

Committee's Minute 27th June 1843

Character assigned 1st class



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