

No. 5109 Survey held at Liverpool Date October 1842
 on the Barque John Laird Master J. Laird
 Tonnage 264 ²⁶/₇₄ Built at Liverpool When built October 1842
 By whom built John Laird Owners N de St Croix
 Port belonging to London Destined Voyage _____

If Surveyed Afloat or in Dry Dock At Liverpool

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.
Scantlings of Timber.								
Timber and Space	each	Inches.	Inches.	Inches.	Inches.	Thickness of Plank.		
Floors	sided	Moulded				Outside.	Inches.	Inside.
1 st Foothooks	"	"				Keel to Bilge	<u>1/2</u>	Foot Waling
2 nd Ditto	"	"				Bilge Planks	<u>1 1/2</u>	Bilge Planks
3 rd Ditto	"	"				Bilge to Wales	<u>7/16 & 3/8</u>	Ceiling in Flat
Top Timbers	"	"				Wales		Ditto Bilge to Clamp
Deck Beams	N ^o . of	"				Topsides		Hold Beam Clamps
Hold Beams	N ^o . of	"				Sheer Strakes	<u>1 1/2</u>	Deck Beam Ditto
Keel	"	"				Plank Sheers	<u>1 1/2</u>	Ceiling 'twixt Decks
Kelsons	"	"	<u>12</u>		<u>1 1/2</u>	Water-Ways <u>Iron & Wood</u>	<u>5 x 15</u>	Hold Beam Shelves
						Upper Deck	<u>3 1/4</u>	Deck Beam Ditto
Size of Bolts in Fastenings.								
Copper.			Copper.			Iron.		
Heel-Knee, and Dead Wood abaft	Inches.		Bolts thro' the Bilge and Foot Waling			Hold Beam		
Scarphs of Keel	N ^o .		Butt End Bolts			Deck Beam		
Floor Timber Bolts			Lower Pintle of the Rudder					
Kelson ditto						} same in Iron above the Copper {		
Transoms and throats of Hooks								
Arms of Hooks								

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, are composed of Iron the Transoms, Aprons, Knight Heads, Hawse Timbers, of Iron and are _____ free from all defects.

The Floors and first Foothooks are composed of Iron Timber. The other Foothooks and Top Timbers of all Iron

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. 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 Kelson is composed of Red pine and the False Kelson of _____

The Scarphs of the Kelsons are not less than _____ feet _____ inches. The Deck and Hold Beams are composed of Iron & Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of _____ From the first Foothook Heads to the Light Water Mark of _____

From the Light Water Mark to the Wales of _____ The Wales and Black-strakes are of all Iron & Oak The Topsides of _____

The Sheer-strakes and Plank-sheers of _____ The Water-ways of Iron & Wood Red pine The Decks of Yellow pine & Oak 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

Planking Inside.—The Limber-strakes are composed of Red pine the Bilge Planks of Red pine bolted each side

The Ceiling, Lower Hold, of Red pine Between Decks of _____ Shelf Pieces of _____ Clamps of Red pine & Iron well bolted

Fastenings.—To Hold Beams Iron knees Deck Beams Iron knees Number of Breasthooks three Pointers _____ Crutches _____

Butts End Bolts are of Iron in the Bottom, and _____ Bolt in each Butt End through and clenched. Bilge and Footwaling Iron bolted through and clenched.

General Quality of Workmanship Very good We certify that the preceding is a correct description of the above-named Vessel,

Builder's Name _____ Surveyor's Name _____



Her Masts, Yards, &c. are in good condition, and sufficient in size and length. 93 Iron

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	200	Chain	13 1/2	3	Bower,
2	Fore Top Sails,	75	Hempen Stream Cable		1	Stream,
2	Fore Topmast Stay Sails,	100	Hawser	5 1/2	1	Kedge,
1	Main Sails,	90	Towlines	4 1/2		
2	Main Top Sails,	90	Warp	3 3/4		
and well found in other parts			All of <u>good</u> quality.			

Her Standing and Running Rigging all New sufficient in size and good in quality.

She has 2 Long Boat and Sally Boat by

The present state of the Windlass is good Capstan good and Rudder good
4 Pumps.

General Remarks—Statement and Date of Repairs.

You have herewith detailed particulars of the Barge John Laird. The document was put into my hand by Mr Laird I went as much as possible through it as far as possible I found the description in all parts correct. You will observe there are three Iron Pillars in each of the large spaces well connected to the keelson & Deck. It may be a matter of opinion whether there should be any hold beams in the foremost large space, I do not think it would add strength. Comparing this with several other iron keels I have seen - I must in justice say that in my opinion this keel in its present state is decidedly the strongest & best and in my opinion she is fit to carry any size of Merchantable cargo with safety to & from all parts of the world.

The Committee having all particulars before them will defer if the keel is to be repaired otherwise than built of iron.

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

I am of opinion this Vessel should be Classed _____

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

Special£ : :

Committee's Minute 28th October 1842

Character assigned Built of Iron

Com. Committee
3 Nov 1842

John Com. 22 Pitt St
1842
Slaps A. 1. 1842

