

Surveyed afloat

No. 301 Port of Liverpool Date 13th Nov. 1834 348

Survey of the Brig Samuel & Sarah Master W. C. O'Hara

Tonnage 158 Owners W. C. O'Hara Port belonging to London

By whom built _____ Where built South Shields When built 1821

Destined Voyage Liverpool & the Mediterranean

Dimensions.				Thickness of Plank.					
		Feet.	Inches.			Outside.	Inches.	Inside.	Inches.
Length of Keel.....	<u>22</u>	<u>9</u>		Depth of Hold	<u>13</u>	<u>4</u>	Bilge to Wales	Ceiling below Hold Beams	<u>2</u> ¹ / ₄
Rake of Stem				Lower Hold			Short Hoods	Clamps and Bilge Planks	<u>3</u> ¹ / ₄
D° of Stern Post				Between Decks			Bilge Planks	Upper Deck Clamps and	<u>3</u>
Extreme Breadth	<u>22</u>	<u>9</u>					Bilge to Keel	Spirketting	<u>3</u>
							Wales ... <u>6</u> ...	'Twixt Deck Ceiling	<u>2</u> ¹ / ₂
							Topsides <u>Foreign Oak</u>		
							Shear Strake		
							Plank Shears		

Scantling of Timber.				
	Inches.	Sided Inches.	Manilded Inches.	Sort of Wood.
Timber and Space, each	<u>19</u> ¹ / ₂			
Floors in the middle		<u>10</u> ¹ / ₂	<u>11</u>	<u>8.0</u>
— at the ends				
1 st Foothooks				
2 nd Foothooks				
3 rd Foothooks				
Top Timbers		<u>4</u> ¹ / ₂	<u>4</u> ¹ / ₂	<u>"</u>
Deck Beams.....Middle.....		<u>8</u> ¹ / ₂	<u>9</u>	<u>"</u>
— at the Ends		<u>8</u> ¹ / ₂	<u>6</u> ¹ / ₂	<u>"</u>
— Knees		<u>5</u>		
Hold Beams.....Middle.....		<u>9</u> ¹ / ₂	<u>9</u> ¹ / ₂	<u>"</u>
— at the Ends		<u>9</u>	<u>4</u> ¹ / ₂	<u>"</u>
— Knees		<u>6</u>		
Main Kelson		<u>9</u> ¹ / ₂	<u>15</u>	<u>"</u>
Scarpsh of KelsonLength	<u>6</u> ¹ / ₂			

Decks.	
Thickness.....	Inches.
Water Ways	<u>4</u>

Bolts.	
	Inches.
Heel, Knee, and Dead Wood } abaft	
Scarpsh of the Keel	
Kelson Bolts	
Bolts thro' the Bilge and Foot } Waling	
Butt Bolts	
Hold Beam Bolts	<u>3</u> ¹ / ₄
Hooks forward at throat	
Hooks forward at arms	
Transoms	
Lower Pintle of the Rudder ..	

We certify that the preceding is a correct description of the above-named Vessel. Witness hand, this day of

Builder's Name _____

Surveyor's Name James Harr

Masts, Yards, &c.			Sails.	
	Quality of Wood.	Length, &c.	N ^o .	N ^o .
Bowsprit	<u>RP</u>	<u>28</u> x <u>16</u> ¹ / ₄	<u>2</u>	Fore Topmast Stay Sails.....
Foremast		<u>45</u> x <u>16</u>	<u>1</u>	Fore Sail
Main Mast		<u>50</u> - <u>6</u> x <u>16</u> ¹ / ₂	<u>2</u>	Fore Topsails
Mizen Mast			<u>1</u>	Main Sails
			<u>1</u>	Main Top Sails.....

Entirely new masts & spars in Feb 1834

And is generally well found in other sails. } *Sufficient other sails many of which are new & good*

Cables, Cordage, &c.			Anchors.		Boats.	
	Fathoms.	Inches.	N ^o .		Number and Description.	
Cables, Hemp						
D° Iron.....	<u>200</u>	<u>1</u>	<u>2</u>	Bower	<u>1</u> <i>Cable</i>	
Hawser.....	<u>120</u>	<u>6</u> ¹ / ₂	<u>1</u>	Stream	<u>1</u> <i>Clincher</i>	
Towlines	<u>90</u>	<u>4</u> ¹ / ₂	<u>1</u>	Kedge		
1 st Warp						
2 nd D°						

Shalim foreign rope

Standing and Running Rigging is all found to be sufficient in size, and good in quality. *allow in July 1834*

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

Owner's Name _____

Nautical Surveyor's Name _____

SURVEYOR'S REMARKS.

Timbering. Floor, top timbers, beams, keelson, stem frame and
The Quality, frame, appear to be all of English oak, quality,
Squaring, and sound, squaring moderately good, dimensions
Workmanship. about the scale, workmanship very fair—

Planking. Traces English oak, appear good. Topsides
Outside and Inside sheer shakes and plank sheen are of Foreign
Quality, Edging, oak the quality and workmanship is good
and Workmanship.

Ceiling all English oak except the belye planks
and lower deck clamps which are of Dutch oak
quality of E.O. moderately good, all the rest, very good
condition, deck clanking done which with the deck work is very good.

Fastenings. Copper to the walls—no butt or edge bolts.
If Sheathed, Wood lagging three single stringers to hold beams
Doubled, or Wood lagging three to deck beams—
Felled. fastenings appear good—

Single Bottom—

Repairs. New Topsides, Stem, Knight heads, hauser
timbers sheer shakes and covering boards, new
windlass and bits, new stanchions and bulwarks
new sort of masts, yards, standing and running rigging
and nearly all new sails, at Rotterdam in Feb. 1834.
Bottom examined and butts caulked in Nov. 1834.

General Observations This vessel appears to have undergone the
and Opinion as repairs above described, is now in very
required by the good condition, the new work is, unless
Instructions. and the materials appear to be of good quality.
The ceiling is rather shabby, but requires little to
be set to rights. In my opinion this is fit to
carry adry cargo and engaged within the discipline
E.

The Amount of the Fee, £ 1 : 1 : " is received by me.

Certificate 1
Committee Minute 2 1 0 1834
26 November

Character assigned A, 1

J. J. J.



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