

539

Surveyed aground

No. 539 Port of Liverpool Date Feb 24th 1835

Survey of the Brig. Arab Master Lowe

Tonnage 183 Owners Southwate Port belonging to Liverpool

By whom built Hoselden Where built Liverpool When built 1825

Destined Voyage Liverpool & Batavia

Dimensions.					Thickness of Plank.			
	Feet.	Inches.			Outside.		Inside.	
						Inches.		Inches.
Length of Keel.....	63	3	Depth of Hold	13	6	Bilge to Wales.....	2 1/2	Doubt pine & of oak
Rake of Stem			Lower Hold			Short Hoods	3 1/2	Ceiling below Hold Beams
D° of Stern Post.....			Between Decks			Bilge Planks.....	3	Same wood of oak
Extreme Breadth	20	4				Bilge to Keel	2 1/2	Clamps and Bilge Planks
Scantling of Timber.								
	Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.				
Timber and Space, each	23							
Floors in the middle		10	10	English oak				
— at the ends								
1 st Foothooks								
2 nd Foothooks		8	8	6-0				
3 rd Foothooks								
Top Timbers		6 1/2	5					
Deck Beams.....Middle.....		11	9 1/2	part pine				
— at the Ends.....		11	4 1/2	6-0				
— Knees		None lagging						
Hold Beams.....Middle.....		10	9	Blue pine				
— at the Ends.....		10	8	Hine				
— Knees		None lagging						
Main Kelson <i>Under the beams</i>		10	14	Doubt pine				
Scarphs of KelsonLength		10	4	oak to inner bolts				
					Bolts.			
					Inches		Inches	
					Heel, Knee, and Dead Wood		Butt Bolts.....	
					abaft		Hold Beam Bolts	7/8
					Scarph of the Keel		Hooks forward at throat	
					Kelson Bolts	1	Hooks forward at arms.....	
					Bolts thro' the Bilge and Foot		Transoms	
					Waling		Lower Pintle of the Rudder ..	2 1/4
					Decks. Copper nailed			
					Thickness.....	2 1/2	Water Ways	4

2 We certify that the preceding is a correct description of the above-named Vessel. Witness my hand, this 25th day of Feb 1835

Builder's Name _____

Surveyor's Name James Harr

Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Bowsprit	Y.P.	31.6 x 16
Foremast		51 — x 15 1/2
Main Mast		54 — x 16
Mizen Mast		

appear very good

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp		
2 D° Iron.....	180	1 1/2
1 Hawser.....	120	6 1/2
1 Towlines	90	4 1/2
1 st Warp		
2 nd D°		

Standing and Running Rigging is all found to be sufficient in size, and good in quality. } *sufficient & good*

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

Owner's Name _____

Nautical Surveyor's Name _____

Sails.

N ^o .		N ^{os} .
3	Fore Topmast Stay Sails.....	
3	Fore Sail	
2	Fore Topsails	
2	Main Sails	
3	Main Top Sails.....	

And is generally well found in other sails. } *doubt said of other sails*

Anchors.

N ^{os} .	
2	Bower
1	Stream
2	Kedge

Boats.

Number and Description.
2 Chubbs
1 Cuvet.



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UV572-0157

SURVEYOR'S REMARKS.

645 No 539
 1835. Feb
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Timbering, appears to be all English oak in the frame; Deck.
The Quality, seems part (at the hatchways) English oak the
Squaring, and rest all pine; hold beams chiefly gum wood, the
Workmanship, rest pine. Nelson Lumber Elm. Planked below the
 floors. Quality and squaring good, dimensions
 above the scale and the workmanship good.

Planking. Wales, and the strike below them (which is new) African
 Outside and Inside oak, upper course of bottom Danish pine, yellow
Quality, Edging, light water mark, Lumber Elm. Toprices shear
 and **Workmanship,** shingles and planked beams. African oak -
 good and well worked 5. 4 shifts with 7
 between. Ceiling from lower clamps to first futtock beams
 Danish pine, below that all African (new) large planks of oak
Fastenings. Clamps green wood, all good and interwoven
 Deck good.

If Sheathed, Copper to the wales. neither butt nor bidge bolts there
Doubled, or Iron bolting knees to deck beams } good
Felted. Iron bolting knees to hold beams }
 Sheathed with copper on paper July 1835.

Repairs. Part new upper course and buttock planks
 and part new ceiling, of African oak plank
 Nuts caulked and lapped July 1835
 pumps lead
 Windlass (15) shifts English oak, good

General Observations This vessel appears to have every thing sound and
and Opinion as good frame of timber, which was perfectly
required by the dry ship where exposed, and she is in
Instructions. general good condition. She is built on the
 Chock principle, with the keel under the floors
 She is well found and her stores appear good
 I consider her fit to carry a cargo, and in my
 opinion she comes within the description A.

The Amount of the Fee, £ 1 : 1 : - is received by me. J. S. Carr.

Committee Minute 4 March 1835

Character assigned A, 1
 M. S. C. Carr



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