

No. 2503 Survey held at Liverpool Date Mar 18 30

on the Sloop Shannon Master C. Doyle

Tonnage old 54 Built at Lyme When built 1814

By whom built new 49 Owners Captain & others

Port belonging to Wexford Destined Voyage Liverpool Coast

If Surveyed Afloat or in Dry Dock Afloat

Length aloft... Feet. Inches. Extreme Breadth... Feet. Inches. Depth of Hold... Feet. Inches.

Scantlings of Timber.

Thickness of Plank.

Timber and Space	each	Inches			Outside.	Inches		Inside.	Inches.
		Middle	Ends						
Floors	sided	2 1/2	Moulded	0	Keel to Bilge			Foot Waling	
st Foothooks	"	6 1/2	"		Bilge Planks			Bilge Planks	3/2
nd Ditto	"	"	"		Bilge to Wales	2		Ceiling in Flat	2
rd Ditto	"	6 1/2	"		Wales	3		Ditto Bilge to Clamp	1/2
Top Timbers	"	6	"		Topsides	2		Hold Beam Clamps	
Deck Beams	Number of	7 1/2	"	7	Sheer Strakes	2 1/2		Deck Beam Ditto	2
Hold Beams	Do. Do.	"	"		Plank Sheers	2		Ceiling 'twixt Decks	
Keel	"	"	"		Water-ways	3 1/2		Hold Beam Shelves	
Kelsons	"	9 0	"	12 1/2	Upper Deck	2		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	Inches	Hold Beam	Inches.
Scarphs of Keel	Nº.	Butt End Bolts		Deck Beam	
Floor Timber Bolts		Lower Pintle of the Rudder			
Kelson ditto					
Transoms and throats of Hooks					
Arms of Hooks				same in Iron above the Copper	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of 8 0 and are — free from all defects.

Her Floors and first Foothooks are composed of 8 0 Timber.

Her other Foothooks and Top Timbers of 8 0

Her Shifts of the first and second Foothooks are not less than — N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are —

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

The alternate Frames are — bolted together.

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 Red Pine

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

The Deck and Hold Beams are composed of 8 0 & Red Pine

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Elm

From the first Foothook Heads to the Light Water Mark of Elm

From the Light Water Mark to the Wales of 8 0

The Wales and Black-strakes are of English Oak

The Topsides of 15 0 & 8 0

The Sheer-strakes of 8 0 & 8 0

The Gunwales of English Oak Water-ways of English Oak

The Shifts of the Planking are not less than 4 Feet Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought two between.

Planking Inside.—The Clamps are composed of Red Pine the Stringers of none

The Bilge Planks of English Elm and the remainder of the Ceiling of English Elm & Red Pine

Fastenings.—To Hold Beams none

Deck Beams Double wood lashing knees

Number of Breasthooks three Pointers none Crutches none

Butts End Bolts are of 1 1/2 in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling 1 1/2 well bolted through and clenched.

General Quality of Workmanship —

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

Builder's Name

Surveyor's Name



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LIV 575-0042



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

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
	Fore Sails,	130	Chain .....	4 1/2	2	Bower,
	Fore Top Sails,	50	Hempen Stream Cable.....	4		Stream,
	Fore Topmast Stay Sails,		Hawser .....		2	Kedge, <sup>o</sup>
	Main Sails,		Towlines .....			All of proper weight.
	Main Top Sails,	65	Warp .....	3 1/2		
and			All of <u>good</u> quality.			

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

She has one Long Boat and one other

The present state of the Windlass is good Capstan good and Rudder good

### General Remarks—Statement and Date of Repairs.

Certificate produced signed John Hogan Master Shipwright  
Dated. Feb<sup>r</sup> 10<sup>th</sup> 1837 Stating that "this vessel was repaired by  
him January 1837. that she received six new first futtocks on  
the Starboard side and four new first futtocks on the larboard side  
all new Ceiling in the flat of the Bottom—two new Plank planks  
inside 40 feet long and 3 1/2 thick, bolted thro' and clenched, com-  
pletely retreened and Butt bolted with Iron New Channels  
and Chain plate bolts. Several Buttock plank shifted on  
both sides. and all faulty plank removed—Kelson and Deadwood  
rebolted."

In August 1838 she received the following Repairs for Damage  
under my inspection—viz New fore lengths of Wales Topsides,  
Sheer Strakes, five New Stanchions and fore ends of Deck on the  
larboard side (a vessel having stove in her larboard Bow) the  
Windlass refitted and the Vessel caulked from the Rigging forward  
she is now in a good and efficient state of Repair fit  
to carry a dry and perishable cargo in safety.

Her Decks are good: but I have no information when they  
were new.

If Sheathed, Doubled, or Felted, Single Bottom  
and Date when last done —

And I am of opinion this Vessel should be Classed A, 1

The Amount of the Fee.....£ 10: 6 is received by me,

J Bayley

Committee Minute 16 November 1838

Character assigned A, 1

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