

No. 2844 Survey held at May Date 14 May 1839
on the Schooner Lady of the Lake Master N Kennedy
Tonnage 89 Built at Prince Edward Island When built 1831
By whom built Owners Monkland
Port belonging to Liverpool Destined Voyage Canada
If Surveyed Afloat or in Dry Dock
See Liverpool Survey No 2694 Classed not H

Length aloft 57 7/10 Feet. Extreme Breadth 16 4/10 Feet. Depth of Hold 9 5/8 Feet.

Scantlings of Timber.

Timber and Space. each
Floors. Particorp in sided
1st Foothooks. "
2nd Ditto. "
3rd Ditto. "
Top Timbers. "
Deck BeamsN°. of 7-10
Hold BeamsN°. of 9
Keel. "
Kelsons. " 11

Inches. Middle Ends
Moulded
5 1/2
9
13 1/2

Thickness of Plank.

Outside. Inside.
Keel to Bilge. Foot Waling 2 1/2
Bilge Planks. Bilge Planks 3
Bilge to Wales. Ceiling in Flat 2
Wales. Ditto Bilge to Clamp 4 1/2
Topsides. 2 Hold Beam Clamps 3
Sheer Strakes. 2 1/2 Deck Beam Ditto 3
Plank Sheers. 2 1/2 Ceiling 'twixt Decks
Water-Ways. 4 1/2 Hold Beam Shelves
Upper Deck. 2 1/2 Deck Beam Ditto

Copper.

Heel-Knee, and Dead Wood abaft
Scarphs of Keel.N°. f.
Floor Timber Bolts. f.
Kelson ditto. f.
Transoms and throats of Hooks
Arms of Hooks

Size of Bolts in Fastenings.

Copper.
Bolts thro' the Bilge and Foot Waling
Butt End Bolts
Lower Pintle of the Rudder

Iron.

Hold Beam
Deck Beam
same in Iron above the Copper

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

The Floors and first Foothooks are composed of Birch Timber.

The other Foothooks and Top Timbers of Birch & Spruce

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 Birch and the False Kelson of

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

The Deck and Hold Beams are composed of Pine

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 Birch Medially sawn forward The Topsides of Pine Medially sawn

The Sheer-strakes and Plank-sheers of Birch Medially sawn the latter The Water-ways of Pine

The Decks of Yellow pine Sawn Medially 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 Birch the Bilge Planks of Birch

The Ceiling, Lower Hold, of Pine & Birch in flat Between Decks of

Shelf Pieces of Clamps of Pine

Fastenings.—To Hold Beams

Deck Beams Oak Wood Lodging in sawn & squared

Number of Breasthooks Unrivetted Pointers Crutches

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

Bilge and Footwaling Pine bolted through and clenched.

General Quality of Workmanship Medially sawn

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.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
	Fore Sails,	100	Chain	3 1/4	2	Bower,
	Fore Top Sails,		Hempen Stream Cable			Stream,
	Fore Topmast Stay Sails,	30	Hawser	1 1/2	1	Kedge,
	Main Sails,		Towlines			
	Main Top Sails,	55	Warp	3		
	and one foremast		All of	quality.		

Her Standing and Running Rigging adequately sufficient in size and good in quality.

She has no Long Boat and no Pinnace

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

General Remarks—Statement and Date of Repairs.

+ Extract from Liverpool Letter 3/6/39
"The Owners of the Lady of the Lake No 2844
have given no answer to the case of that
Vessel."

Mr Gray made application at this Office for this Vessel to be surveyed, when on board
I marked the plank on each side that was to be taken out. I then she would a new
Pintle, the Captain said they would give her a new Pintle the first Port they went to
not having time now. Mr Scholes called several times on Mr Gray for the money
for repairs & at length was told to call on Mr Shankland in the mean time the Vessel
sailed, It appears Mr Shankland has bought the form Mr Gray. Mr Gray has written
to tell Mr Shankland that she could not have any character until she is opened
I have just told Mr Shankland the say. that the vessel shall be done on her
return, in my opinion she should have no delay till the plates are completed with

If Sheathed, Doubled, Felted, or Coppered single bottom When last done

I am of opinion this Vessel should be Classed

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

Special£ : :

Committee's Minute 2 June 18 39

Character assigned resent usual particulars

C.S.

but no Clap net

Deposited - 24 June
Witnessed - 24 June



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Lloyd's Register
Foundation

2544 Lady of the Lake