

No. 1126 Survey held at Liverpool Date 31 May 1844 Rec 3 June 6126
 on the Brig Lady Sale Master Not appointed
 Tonnage 205 Built at Prince Edward Island When built 1843
 By whom built _____ Owners S. Dutton
 Port belonging to Liverpool Destined Voyage Not fixed
 If Surveyed Afloat or in Dry Dock _____

Length, aloft	Feet. <u>86</u> Inches. <u>9/10</u>	Extreme Breadth	Feet. <u>21</u> Inches. <u>7/10</u>	Depth of Hold	Feet. <u>13</u> Inches. <u>6/10</u>
Scantlings of Timber.			Thickness of Plank.		
Timber and Space..... each.	<u>23</u>	Inches. Middle	<u>12 1/2</u>	Inches. Ends	<u>12 1/2</u>
Floors..... sided	<u>11</u>	Moulded	<u>12 1/2</u>		
1 st Foothooks.....	" <u>10</u>	"	<u>12 1/2</u>		
2 nd Ditto.....	" <u>—</u>	"	<u>—</u>		
3 rd Ditto.....	" <u>—</u>	"	<u>—</u>		
Top Timbers	" <u>9</u>	"	<u>6</u>		
Deck Beams N°. of <u>17</u>	" <u>10 1/2</u>	"	<u>10 1/2</u>		
Hold Beams N°. of <u>11</u>	" <u>9</u>	"	<u>9</u>		
Keel	" <u>10</u>	"	<u>14</u>		
Kelsons	" <u>11</u>	"	<u>23</u>		
			</		

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	Inches. <u>Don't fasten</u>	Copper.		Hold Beam	
Scarphs of Keel N ^o .		Bolts thro' the Bilge and Foot Waling		Deck Beam	
Floor Timber Bolts		Butt End Bolts			
Kelson ditto		Lower Pintle of the Rudder	<u>2 3/8</u>		
Transoms and throats of Hooks				same in Iron above the Copper	
Arms of Hooks					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, are composed of Black-matack the Transoms, Aprons, Knight Heads, Hawse Timbers, of Black-matack & Spruce and are affr free from all defects. The Floors and first Foothooks are composed of Birch Timber. The other Foothooks and Top Timbers of Black-matack & 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 Elm. The Scarphs of the Kelsons are not less than 5 feet _____ inches. The Deck and Hold Beams are composed of Spruce.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Birch. From the first Foothook Heads to the Light Water Mark of Birch. From the Light Water Mark to the Wales of Black-matack. The Wales and Black-strakes are of Black-matack. The Topsides of Black-matack. The Sheer-strakes and Plank-sheers of Black-matack. The Water-ways of yellow pine. The Decks of yellow pine. State of Good. The Shifts of the Planking are not less than 5 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 2 & 3 between _____.

Planking Inside.—The Limber-strakes are composed of Birch the Bilge Planks of yellow pine & spruce. The Ceiling, Lower Hold, of Spruce Between Decks of Spruce. Shelf Pieces of Spruce Clamps of Spruce.

Fastenings.—To Hold Beams wood double bolting, knees, shelf & staple standards. Deck Beams wood double bolting, knees, shelf & staple standards. Number of Breasthooks 4 Pointers 1 Pair Crutches 1 of Iron. Butts End Bolts are of Iron in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Footwaling Iron bolted through and clenched. General Quality of Workmanship fair.

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

Builder's Name _____
 Surveyor's Name W. B. P.



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	180	Chain	1 1/2	3	Bower,
1	Fore Top Sails,	70	Hempen Stream Cable	5 1/2	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser	4 1/2	1	Kedge,
1	Main Sails,		Towlines			
2	Main Top Sails,	75	Warp	3 1/2		
and well found in other sails			All of <u>good</u> quality.			

Her Standing and Running Rigging 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.

Mos to the upper Deck 5 pair of Staple Standards, and 1 pair of Iron hanging
lines, and to the Hold Beams 1 pair of Iron hanging lines in addition to
the 5 staple standards. The upper Deck Beams are 4 feet apart and
the Hold Beams from 4 feet to 6 1/2 feet. She is in an efficient state
fit for the conveyance of dry and perishable cargoes with safety to and
from all parts of the world, and in my opinion should be classed as recommended
below.

If Sheathed, Doubled, Felted, or Coppered wood sheathed on felt When last done present time

I am of opinion this Vessel should be Classed 4 A1

The Amount of the Fee.....£ 3 : - : is received by me, W. Hope

Special£ 1 : 1 : 3

Committee's Minute 14th June 1844

Character assigned A 1 for 4 years



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Lloyd's Register
Foundation

Lady Clark - 0110