

No. 7984 Survey held at Lampton Date July 11 1884
on the Ship Oregon Master Evans
Tonnage 1004 Built at Lubeck When built 1846-97
By whom built — Owners Davies
Port belonging to Carnarvon Destined Voyage United States
If Surveyed Afloat or in Dry Dock in Oregon

Length aloft	Feet. 150	Inches. 4 1/2	Extreme Breadth	Feet. 32	Inches. -	Depth of Hold	Feet. 22	Inches. 3 1/2
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	29	Inches. Middle	16	Outside.	Inches. 4 1/2	Inside.	Inches. 5
Floors	sided	15	Moulded	16	Keel to Bilge	4 1/2	Foot Waling	5
1st Foothooks	"	14	"	- 16	Bilge Planks	5 1/2	Bilge Planks	6 1/2
2nd Ditto	"	12	"	13	Bilge to Wales	5	Ceiling in Flat	4
3rd Ditto	"	10 1/2	"	11 1/2	Wales	6 1/2	Ditto Bilge to Clamp	5
Top Timbers	"	10	"	9	Topsides	5	Hold Beam Clamps	10 1/2
Deck Beams N° 23	Average Space }	5.3	"	12	Sheer Strakes	5	Deck Beam Ditto	10 1/2
Hold Beams N° 21	Average Space }	5.3	"	13 1/2	Plank Sheers	5	Ceiling 'twixt Decks	5
Keel	"	15	"	16	Water-Ways	1 1/2	Hold Beam Shelves	-
Kelsons	"	19 1/2	"	23	Upper Deck	4	Deck Beam Ditto	-
Size of Bolts in Fastenings, distinguishing whether								
Copper or Iron.			Copper or Iron.			Iron.		
Heel-Knee, and Dead Wood abaft			Bolts thro' the Bilge and Foot Waling			Hold Beam		
Scarphs of Keel	N°.		Butt End Bolts			Deck Beam		
Floor Timber Bolts			Lower Pintle of the Rudder					
Kelson ditto								
Transoms and throats of Hooks								
Arms of Hooks								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Close Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Oak and are off free from all defects. The Floors and first Foothooks are composed of Elm + Hackmatack Timber. The other Foothooks and Top Timbers of Hackmatack + Oak. 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 Oak and the False Kelson of Oak. The Scarphs of the Kelsons are not less than 8 feet — inches. The Deck and Hold Beams are composed of Oak + Red Pine.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm. From the first Foothook Heads to the Light Water Mark of Elm + Oak. From the Light Water Mark to the Wales of Oak. The Wales and Black-strakes are of Oak. The Topsides of Oak. The Sheer-strakes and Plank-sheers of Oak. The Water-ways of Red Pine. The Decks of Yellow Pine. State of good. The Shifts of the Planking are not less than 5 1/2 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 Two + Three between

Planking Inside.—The Limber-strakes are composed of Elm the Bilge Planks of Elm. The Ceiling, Lower Hold, of Elm + Red Pine Between Decks of Red Pine. Shelf Pieces of — Clamps of Oak.

Fastenings.—To Hold Beams Wood double Lodging Knives Eight Pair Knives + Pindles. Three Pair Pindles + Two Pair Hanging Knives Bolted with Through Copper Bolts. Deck Beams Wood Double Lodging Knives Twelve Pair Hanging Knives + Two Pair. Staple Standard. Number of Breasthooks Six Wood/Bar Pointers Two Pair of Crutches One Pair. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling Copper bolted through and clenched. General Quality of Workmanship good.

We certify that the preceding is a correct description of the above-named Vessel, Builder's Signature _____ Surveyor's Signature _____

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 .	
2	Fore Sails,	300	Chain ^{tested}	3 1/2	3	Bower, 33.2.14 1/2
1	Fore Top Sails,	75	Hempen Stream Cable	1 1/2	1	Stream, 32.3.26 1/2
2	Fore Topmast Stay Sails,	90	Hawser	9	1	Kedge, 30.0.0
1	Main Sails,	90	Towlines	7		
2	Main Top Sails,	90	Warp	5		
and <u>other Sails</u>			All of <u>good</u> quality.			

Her Standing and Running Rigging 5 Anchor sufficient in size and good in quality.

She has One Middle Long Boat and Three others

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

General Remarks—Statement and Date of Repairs.

*A listing was originally left out in the Beams sufficiently over
to see the second post-hole as well as one between Decks the whole of the
Materials Workmanship are very good with the exception of the
trunnels there are of first rate Material say Lowest for all the
long ones or through trunnels these have been made with the use of most
of those used about one dozen were very slack two short ones taken
from the air stroke were of Oak & much better the Owner having given
some did not return until too late for the present opportunity. Says
He would back out all the through ones on his return I should consider
He is an efficient Com action for the present voyage & would recom-
mend him to be classed as below subject to this being done or the character
expanded if not only attended to the iron Riggers extend a deck to the
floors. One Beam not fitted to which none can be applied with advantage*

If Sheathed, Doubled, Felted, or Coppered On paper to Lm When last done at present

I am of opinion this Vessel should be Classed 5A1

The Amount of the Fee.....£ 5 : 3 is received by me,
Special£ 2 : 2 : 3

Certificate (if required)£ : :

Committee's Minute 23rd Feb 1847

Character assigned A for 5 years



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