

No. 7416 Survey held at Lough Date 23 March 1849  
 on the Ship Spur Master Sutherland  
 Tonnage 441 Built at San Francisco When built 1847  
 By whom built Owners Harmer  
 Port belonging to Lough Destined Voyage San Francisco  
 If Surveyed Afloat or in Dry Dock in Dry Dock at Lough

Length aloft	Feet (Inches)	Extreme Breadth	Feet (Inches)	Depth of Hold	Feet (Inches)
Length aloft	114	Extreme Breadth	25 7/8	Depth of Hold	14 9/10

  

Scantlings of Timber.		Thickness of Plank.	
Room and Space	Feet (Inches)	Outside.	Inside.
Floors	2 1/2	Keel to Bilge	Lumber Strakes
1 <sup>st</sup> Footbooks	1 1/2	Bilge Planks	Bilge Planks
2 <sup>nd</sup> Ditto	1 1/2	Bilge to Wales	Ceiling in Flat
3 <sup>rd</sup> Ditto	1 1/2	Wales	Ditto Bilge to Clamp
Top Timbers	2 1/2	Top-sides	Hold Beam Clamps
Deck Beams No. 1	2 1/2	Sheer Strakes	Deck Beam Ditto
Hold Beams No. 1	2 1/2	Plank Sheers	Ceiling twist Decks
Keel	1 1/2	Water-Ways	Hold Beam Shells
Kelsons	1 1/2	Upper Deck	Deck Beam Ditto

  

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether	
Heel-Knee, and Dead Wood abut	Feet (Inches)	Copper or Iron.	Iron.
Scarp of Keel	N <sup>o</sup> .	Bolts thro' the Bilge and Lumber Strakes	Hold Beam
Floor Timber Bolts		Butt End Bolts	Deck Beam
Kelson ditto		Lower Part of the Rudder	
Transoms and throats of Hooks			
Arms of Hooks			

**Timbering.**—The Space between the Floor Timbers and Lower Footbooks in this Vessel is 2 Inches. The Space between the Top-timbers is 1 1/2 Inches. The Stern, Stern Post, are composed of Oak and the Transoms, Aprons, Knight Heads, Hawse Timbers, of Blackwood and are square free from all defects. Timber.

The Floors and first Footbooks are composed of Blackwood and the other Footbooks and Top Timbers of Blackwood.

The Shifts of the first and second Footbooks 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 N. B. If not, state how bolted.

The Frame is square from the first Footbook Heads upwards, and free from sap, and from thence downwards, the frame is N. B. If not, state how bolted.

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 checked with Butt at each end of the check.

The Main Kelson is composed of Blackwood and the False Kelson of Blackwood.

The Scarps of the Kelsons are not less than 6 feet inches.

The Deck and Hold Beams are composed of Blackwood.

**Planking Outside.**—From the Keel to the first Footbook Heads the Plank is composed of Blackwood.

From the first Footbook Heads to the Light Water Mark of Spur.

From the Light Water Mark to the Wales of Spur.

The Wales and Black-strakes are of Blackwood and the Top-sides of Blackwood.

The Sheer-strakes and Plank-sheers of Blackwood and 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 3 between and.

**Planking Inside.**—The Lumber-strakes are composed of Blackwood the Bilge Planks of Blackwood.

The Ceiling, Lower Hold, of Blackwood and the Clamps of Blackwood.

Shelf Pieces of Iron.

**Fastenings.**—To Hold Beams and double top of lower 4 pairs of Hold Beams are attached, replacing square bolts with bolts of iron.

Deck Beams and double top of lower 4 pairs of Hold Beams are attached, replacing square bolts with bolts of iron.

Number of Breasthooks 5 Pointers 1 pair Crutches 1 pair.

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

Bilge and Lumber Strakes Iron bolted through and clenched. Treenails of Blackwood.

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 <sup>o</sup> .		Fathoms.	Tons.	N <sup>o</sup> .	
2	Fore Sails,	240	110 Bottom Sails	3	Bower, 22-0-0 14-2-21 14-5-2
2	Fore Top Sails,	75	Chain .....	1	Stream,
2	Fore Topmast Stay Sails,	80	Hempen Stream Cable .....	1	Kedge,
1	Main Sails,		Hawser .....		
3	Main Top Sails,	90	Towlines .....		
	and well found in other		Warp .....		
	Cables		All of <u>Good</u> quality.		

Her Standing and Running Rigging Single sufficient in size and Good in quality.

She has one Long Boat and three others

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Good

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

*Leakages have been left out for the examination of the timbers of the frame and the main beam has been taken out and found to be good. The two of the hold beams in front must be properly put.*

If sheathed, doubled, Felled, or Coppered Yellow Pine When fast done present time

I am of opinion this Vessel should be Classed A-1

The Amount of the Fee.....£ 5 is received by me, Wm. B. Lloyd

Special .....£ 2

Certificate (if required) .....£ 3

Committee's Minute 3rd March 1844

Character assigned Good

Lloyd's Register  
Foundation

S. 1700 - 1700 -