

No. 1120 Survey held at Liverpool Date 25 June 1870
 on the Shannon Liberty Master George Chapman
 Tonnage 110 Built at Liverpool When built 1850
 By whom built Chalmers & Sons Owners Chalmers & Sons
 Port belonging to Liverpool Destined Voyage
 If Surveyed Afloat or in Dry Dock Under building & Afloat

Length aloft 76 Feet. 10 Inches. Extreme Breadth 15 Feet. 7 Inches. Depth of Hold 11 Feet. 2 Inches.

Scantlings of Timber.			Thickness of Plank.			
Room and Space	Feet.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	9 1/2	Moulded	Keel to Bilge	2 1/2	Limber Strakes	3
1 st Foothooks.....	8	"	Bilge Planks	3 1/2	Bilge Planks	3 1/2
2 nd Ditto.....	7	"	Bilge to Wales	2 1/2	Ceiling in Flat	2
3 rd Ditto.....	7	"	Wales	1 1/2	Hold Bilge to Clamp	2
Top Timbers.....	6	"	Topsides	2 1/2	Hold Beam Clamps	3
Deck Beams N ^o <u>6</u> Average Space <u>4 feet</u>	7 1/2	"	Sheer Strakes	2 1/2	Deck Beam Ditto	3
Hold Beams N ^o <u>7</u> Average Space	9	"	Plank Sheers	3	Ceiling twist Decks	2 1/2
Keel.....	11	"	Water-Ways	6 1/2	Hold Beam Shelves	2 1/2
Kelsons.....	11	"	Upper Deck	2 1/2	Deck Beam Ditto	2 1/2

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft	3/4	Copper or Iron.		Hold Beam	7/8
Scarps of Keel.....N ^o <u>8</u>	3/4	Bolts thro' the Bilge and Limber Strakes	5/8	Deck Beam	3/4
Floor Timber Bolts	1/2	Butt End Bolts	5/8		
Kelson ditto	1/2	Lower Pintle of the Rudder	2 1/2		
Transoms and throats of Hooks	3/4				
Arms of Hooks	3/4				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak and are free from all defects. The Floors and first Foothooks are composed of English oak Timber. The other Foothooks and Top Timbers of English oak. The Shifts of the first and second Foothooks are not less than 17 feet 9" N.B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are in proportion. The Frame is well squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is the same. The alternate Frames are all bolted together. N.B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. The Main Kelson is composed of English oak & Iron and the False Kelson of Iron. The Scarps of the Kelsons are not less than 6 feet 3 inches. The Deck and Hold Beams are composed of English oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of English oak supplied to the ship. From the first Foothook Heads to the Light Water Mark of English oak with iron bolts. From the Light Water Mark to the Wales of English oak with iron bolts. The Wales and Black-strakes are of English oak. The Topsides of English oak. The Sheer-strakes and Plank-sheers of English oak. The Water-ways of English oak. The Decks of Yellow Pine State of Good. The Shifts of the Planking are not less than 5 Feet 3 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

Planking Inside.—The Limber-strakes are composed of Iron the Bilge Planks of English oak. The Ceiling, Lower Hold, of English oak. Between Decks of English oak. Shelf Pieces of Iron Clamps of English oak.

Fastenings.—To Hold Beams head & iron double bedding. Deck Beams head & iron double bedding. Number of Breasthooks 3 Pointers 1 Crutches one. Butts End Bolts are of Iron in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Limber Strakes Iron bolted through and clenched. Treenails of English oak. General Quality of Workmanship very good.

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

Builder's Signature _____ Surveyor's Signature W. H. W. & W. H. W.

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,	150	Chain	1	Bower, 9-2-11 8-2-23
2	Fore Top Sails,	90	Hempen Stream Cable	5-3/4	Stream,
2	Fore Topmast Stay Sails,	90	Hawser	4	Kedge,
1	Main Sails,		Towlines		
	Main-Top-Sails,	90	Warp	3-1/2	
	and <u>hull found in other</u>		All of <u>Good</u> quality.		

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

She has one Long Boat and no other

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

General Remarks—Statement and Date of Repairs.

This vessel is well built, and especially fitted out.

*This is to be
under for the*

*Prices ca: 15
4 2 15
The above has
was carried*

*She 1 inch C
degree of
The 1 1/2 inch*

If Sheathed, Doubled, Felted, or Coppered Yellow Metal When last done fresh time

I am of opinion this Vessel should be Classed 2 A 1

The Amount of the Fee.....£ 2: -- is received by me, W. W. and W.

Special£ 5: 10: — white building

Certificate (if required)£ : 5: —

Committee's Minute 12th July 1850

Character assigned A 1 for 12 years

Lloyd's Register
Foundation