

No. 1749 Survey held at London Date Sept 15 1835
 263 on the Brig Sarah Master Wrightson
 Tonnage 201 Built at Newcastle When built 1825 October? 9
 By whom built Laing Owners Thorp & Co
 Port belonging to London Destined Voyage New York
 If Surveyed Afloat or in Dry Dock On the ways

Length aloft..... Feet. Inches. Extreme Breadth Feet. Inches. Depth of Hold Feet. Inches.

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	11 1/2		
Floors..... 1/4 sided	12	Moulded	12
1st Foothooks..... "	9	"	
2nd Ditto..... "	"	"	
3rd Ditto..... "	"	"	
Top Timbers..... "	4	"	6
Deck Beams..... "	8 1/2	"	8
Hold Beams..... "	11	"	10
Keel..... "	"	"	
Kelsons..... "	11	"	13
	11	"	13

Thickness of Plank.

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

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarphs of Keel..... No.		Butt End Bolts.....		Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....			
Kelson ditto.....				same in Iron above the Copper.....	
Transoms and throats of Hooks.....					
Arms of Hooks.....					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 11 1/2 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are apparently free from all defects. Her Floors and first Foothooks are composed of English Oak Timber. Her other Foothooks and Top Timbers of do. Her Shifts of the first and second Foothooks are not less than N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are . The Frame is fairly squared from the first Foothook Heads upwards, and tolerably free from sap, and from thence downwards, the frame is the same. 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 chocked with Butt at each end of the chock. The Main Kelson is composed of English Oak and the False Kelson of Quartzite Fir. The Scarphs of the Kelsons are not less than 7 feet inches. The Deck and Hold Beams are composed of English Oak.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Slaw. From the first Foothook Heads to the Light Water Mark of Oak. From the Light Water Mark to the Wales of English Oak. The Wales and Black-strakes are of do. The Topsides of do. The Sheer-strakes of do. The Gunwales of do Water-ways of Fir. The Shifts of the Planking are not less than 5 Feet Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought thru between the Stringers of .

Planking Inside.—The Clamps are composed of Oak. The Bilge Planks of do and the remainder of the Ceiling of do wrought 2 between 1st shift.

Fastenings.—To Hold Beams 2 1/2 hooded iron knees & 1 hanging knee. Deck Beams 2 1/2 hooded iron knees & 1 hanging knee alternate beams. Number of Breasthooks 6 Pointers Crutches transom knees. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling are 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 George Bayley



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 Lloyd's Register
 Foundation

1749 *Lon*

Her Masts, Yards, &c. are in *good* condition, and sufficient in size and length. *Star Yards*

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .	Fathoms.	Inches.	N ^o .
Fore Sails,	180	Chain	3 Bower ✓
Fore Top Sails,	80	Hempen Stream Cable	1 Stream,
Fore Topmast Stay Sails,	80	Hawser	2 Kedge, ✓
Main Sails,	80	Towlines	All of proper weight.
Main Top Sails,		Warp	
and		All of <i>good</i> quality.	

*Nearly 3 Sails
new of them new*

Her Standing and Running Rigging is *good* sufficient in size and *good* in quality. *overhauled 1838*
Topmast Rigging new 1834

She has *One* Long Boat and *an Solly Boat*

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

New Elm Barrell present time
2 Riding Chocks *Stumps (Chamberlains)*

General Remarks—Statement and Date of Repairs.

Is described to have had some repairs in 1823—
At the present time has been caulked throughout
and generally overhauled— One Stank on each side next
the bratway and the Plank through which the ^{upper Deck} fastening
pass shifted from the fore Hatchway forward on each side.

This vessel is stated, (and appears) to be all English built,
was built under special contract for the present owner.
Her general appearance is firm and substantial
in all parts to which access could be had—

If Sheathed, Doubled, or Felted, *Upper Course Wood sheathed & better—Hoppered*
and Date when last done *Sept^r 1835*

And *I am* of opinion this Vessel should be Classed *10A* *George Bayley*

The Amount of the Fee.....£ *1: 1:* is received by me, *Geo Bayley*

Committee Minute *18 Sept* 183 *5*

Character assigned *A 1 for 10 Years*
GHD *S.B.*