

No. 3066 Survey held at London

Date Jan 4 1838

on the Barb Strathford

Master Chaing

Tonnage 410 Built at Cowes

When built 1832

By whom built White

Owners W. Blyth & Co.

Port belonging to London

Destined Voyage Shamrock

If Surveyed Afloat or in Dry Dock Barbidge Dock

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

Scantlings of Timber.

	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Timber and Space..... each	13					
Floors..... sided			Moulded			
1 <sup>st</sup> Foothooks.....						
2 <sup>nd</sup> Ditto.....						
3 <sup>rd</sup> Ditto.....	8					
Top Timbers.....	7					
Deck Beams.....	11					
Hold Beams.....	10 1/2					
Keel.....						
Kelsons.....	14					

Thickness of Plank.

Outside.	Inside.
Keel to Bilge.....	Foot Waling.....
Bilge Planks.....	Bilge Planks.....
Bilge to Wales.....	Ceiling in Flat.....
Wales.....	Ditto Bilge to Clamp.....
Topsides.....	Hold Beam Clamps.....
Sheer Strakes.....	Deck Beam Ditto.....
Plank Sheers.....	Ceiling 'twixt Decks.....
Water-ways.....	Hold Beam Shelves.....
Upper Deck.....	Deck Beam ditto.....
	Spiketting.....

Size of Bolts in Fastenings.

Copper.	Copper.	Iron.
Heel-Knee, and Dead Wood abaft.....	Bolts thro' the Bilge and Foot Waling.....	Hold Beam.....
Scarphs of Keel.....	Butt End Bolts.....	Deck Beam.....
Floor Timber Bolts.....	Lower Pintle of the Rudder.....	
Kelson ditto.....		
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 \_\_\_\_\_ Inches. The Space between the Top-timbers is 5 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.  
Her other Foothooks and Top Timbers of English Oak which appears correct  
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 well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is the same

The alternate Frames are \_\_\_\_\_ bolted together. States to be so & appears to be the fact  
The Butts of the Timbers are well close together; their thickness not less than 1/4 of the entire moulding at that place.

The Frame is well chocked with one Butt at each end of the chock.  
The Main Kelson is composed of English Oak and the False Kelson of \_\_\_\_\_

The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches. not seen

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 \_\_\_\_\_

From the first Foothook Heads to the Light Water Mark of \_\_\_\_\_

From the Light Water Mark to the Wales of \_\_\_\_\_

The Wales and Black-strakes are of \_\_\_\_\_

The Topsides of \_\_\_\_\_

The Sheer-strakes of \_\_\_\_\_

The Gunwales of \_\_\_\_\_

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 True between the Stringers of \_\_\_\_\_

**Planking Inside.**—The Clamps are composed of English Oak and the remainder of the Ceiling of English Oak

The Bilge Planks of English Oak

**Fastenings.**—To Hold Beams 1 1/2 or 2 instead of every Beam & 2 1/2 K

Deck Beams 1 1/2 or 2 instead of every Beam & 2 1/2 K  
Number of Breasthooks 6 2 Pointers each side

Crutches 2 Iron or Woods

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 Good

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

Builder's Name \_\_\_\_\_

Surveyor's Name George Bayley



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

She has SAILS.

CABLES, &c.

ANCHORS.

No.	Fathoms.	Inches.	No.
Fore Sails,	<i>200</i>	Chain .....	<i>3</i> Bower ✓
Fore Top Sails,	<i>120</i>	Hempen Stream Cable .....	Stream,
Fore Topmast Stay Sails,		Hawser .....	Kedge,
Main Sails,		Towlines .....	All of proper weight.
Main Top Sails,		Warp .....	
and <i>well found in this</i>		All of <i>good</i> quality.	

Her Standing and Running Rigging is *Hemp* sufficient in size and *good* in quality *overhauled*

She has \_\_\_\_\_ Long Boat and \_\_\_\_\_

The present state of the Windlass is *good* Capstan \_\_\_\_\_ and Rudder *good* *Lump good*  
*Lyzacks Purchase*

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

*At the present time shipped copper - reunited & caulked  
 wood sheathings & from thence over all - generally  
 overhauled hull & materials*

*Arrival of the Wood beams being in place  
 cutting well & closely worked  
 slight movement at the Wood beams*

*There is no appearance of defect discernable  
 in this vessel and as far as can be seen she is free from  
 any danger of premature decay -*

*The traps were not on board at the time of survey -*

If Sheathed, Doubled, or Felted, *wood sheathed Feb 1832. Coppered 1838*

and Date when last done *Coppered 1838*

And *Lam* of opinion this Vessel should be Classed *11 A 1*

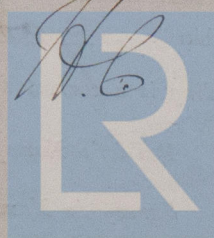
The Amount of the Fee.....£ 2 : 2 : - is received by me, *tht*

*George Dayley*

Committee Minute *16 Jan 1838*

Character assigned *11 A overhauled*

*C. G.*



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