

No. 129 Survey held at Maryport Date 10th Sept 1839 129
 on the Brig Reward Master William Salmon
 New Tonnage 279 Built at Maryport When built launched 29 July
 By whom built John Peat & Co Owners William Salmon & Co
 Port belonging to Whitehaven Destined Voyage Liverpool
 If Surveyed Afloat or in Dry Dock On the stocks while building

Length aloft..... 88 ^{Feet.} 6 ^{Inches.} 10 Extreme Breadth 22 ^{Feet.} — ^{Inches.} Depth of Hold 17 ^{Feet.} 1 ^{Inches.} 10

Scantlings of Timber:				Thickness of Plank.			
	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Timber and Space..... each	25			Keel to Bilge	3	Foot Waling.....	3
Floors..... sided	12	Moulded	11 9/2	Bilge Planks	4 3/4	Bilge Planks	4 1/4
1st Foothooks..... "	10	"	9 8	Bilge to Wales	3	Ceiling in Flat	2 1/4
2nd Ditto..... "	8 1/2	"	8 8	Wales	4 1/4	Ditto Bilge to Clamp	2 1/4
3rd Ditto..... "		"		Topsides	2 1/2	Hold Beam Clamps	3 1/2
Top Timbers	8	"	6 1/2 5	Sheer Strakes	3 1/4	Deck Beam Ditto.....	3
Deck Beams..... Number of.. 13.....	8 1/2	"	8 1/2 5 1/2	Plank Sheers.....	3 1/4	Ceiling 'twixt Decks	2 1/2
Hold Beams..... Do. do. 11.....	11 1/2	"	11 1/2 8	Water-ways	6 1/2	Hold Beam Shelves	4
Keel	9	"	11	Upper Deck	3 1/4	Deck Beam ditto	3 1/2
Kelsons	11	"	15				

Rider Kelson 6 in: African oak

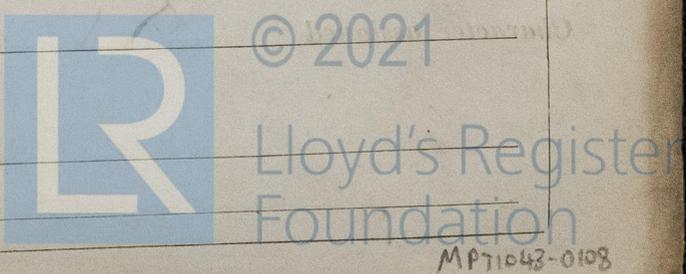
Copper.		Copper.		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft	1/8	Bolts thro' the Bilge and Foot Waling.....	3/4	Hold Beam.....	1
Scarpns of Keel..... N ^o . 11	7/8	Butt End Bolts	3/4	Deck Beam	1
Floor Timber Bolts.....	1	Lower Pintle of the Rudder	3		
Kelson ditto.....	1			same in Iron above the Copper	1/8
Transoms and throats of Hooks	1/8				
Arms of Hooks	7/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English & African oak and are free from all defects. Her Floors and first Foothooks are composed of English oak Timber. Her other Foothooks and Top Timbers of English oak. Her Shifts of the first and second Foothooks are not less than 3ft 11 in N.B. When reported by you less than the prescribed Rule, then state how many. The rest of the Shifts of the Frame are 3. 11 to 5. 6. The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared. The alternate Frames are all bolted together. The Butts of the Timbers are not close together; their thickness not less than varying from 1/3 downwards of the entire moulding at that place. The Frame is — chocked with a Butt at each end of the chock. The Main Kelson is composed of African oak and the False Kelson of African oak. The Scarpns of the Kelsons are not less than 5 feet 3 inches. The Deck and Hold Beams are composed of English & African oak.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of English & American oak. From the first Foothook Heads to the Light Water Mark of American oak. From the Light Water Mark to the Wales of English & African oak. The Wales and Black-strakes are of English & African oak. The Topsides of English and African oak. The Sheer-strakes of African oak. Decks, and state of, yellow pine new. Water-ways of Red pine. 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 3 Strakes between the Stringers of African oak.

Planking Inside.—The Clamps are composed of African and the remainder of the Ceiling of African oak. The Bilge Planks of African oak. **Fastenings.**—To Hold Beams 2 stringers, four & aft iron knees, slupers, & staple iron knees to upper beams. Deck Beams one stringer, four & aft iron knees, slupers, & staple iron knees to lower beams. Number of Breasthooks 4 & 1 over Bow & stern Pointers English oak Crutches —. Butts End Bolts are of yellow metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling yellow metal 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 Signed John Peat
 Surveyor's Name Thos Braithwaite



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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	200	Chain	1 3/4	3	Bower, <u>12.2.0.13.2.16-12.3.3</u>
1	Fore Top Sails,	90	Hempen Stream Cable.....	7	1	Stream, <u>5.3</u>
2	Fore Topmast Stay Sails,	90	Hawser	6	2	Kedge,
2	Main Sails, <u>1 Square 1 Boom</u>		Towlines			All of proper weight.
2	Main Top Sails,	90	Warp	5		
and <u>well found in other sails</u>			All of _____ quality.			

Her Standing and Running Rigging is _____ sufficient in size and good in quality.

She has one Long Boat and one Pinnace

The present state of the Windlass is Patent Capstan crabwinch and Rudder good all new

General Remarks—Statement and Date of Repairs.

Upper binding 13 beams to the Poop breasting which is 21 inches above the main deck bound with one stringer with the edge to the timbers 9 inches by 5. Fore & aft iron knees and sleepers all well bolted through the side with screw & clench bolts, staple iron knees from upper to lower beams, from the poop breast to the fore beam 5 on each side - Lower Binding. 11 beams bound with 2 stringers 9 in by 5. fore & aft iron knees, & sleepers well bolted through the side with clench & screw bolts this binding continues on a line fore & aft, the stringers bolted & clenched at each frame all round, iron & wood knees at the ends of the wing transom all well bolted, the stringers 9 in. by 5 with the edge to the timbers. Poop binding one stringer fore & aft iron knees and sleepers all well bolted through the side and up and down. Sheathed with 30, 28, & 26 of copper over paper.

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And _____ of opinion this Vessel should be Classed _____

The Amount of the Fee.....£ 3 : 3 : 0 is received by me, The Braithwaite

Committee Minute 20th Sept 1839

Character assigned 10 Years



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