

No. 146 Survey held at Maryport Date 30th March 1840 146
 on the Ship Clifford Master Joseph Sharp
 New Tonnage 528 Built at Maryport When built launched 7th March 1840
 By whom built Kelsick Wood & Sons Owners Joseph Sharp & Others
 Port belonging to Liverpool Destined Voyage Liverpool
 Surveyed ~~Afloat~~ On the Stocks while building

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	28		
Floors..... sided	14	Moulded 14	11 3/4
1 st Foothooks..... "	12	" 11 1/2	11 1/2
2 nd Ditto..... "	11 1/2	" 11	10 1/2
3 rd Ditto..... "			
Top Timbers..... "	10 1/2	" 8 1/2	5 1/2
Deck Beams..... Number of..... 15..... "	10 1/2	" 10 1/2	8
Hold Beams..... Da..... da..... 17..... "	13	" 13	10 1/2
Keel..... "	13 1/2	" 14	
Kelsons..... "	15	" 17	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	3 3/4	Foot Waling.....	4
Bilge Planks.....	5	Bilge Planks.....	4
Bilge to Wales.....	4	Ceiling in Flat.....	3
Wales.....	5	Ditto Bilge to Clamp.....	3
Topsides.....	3	Hold Beam Clamps.....	5
Sheer Strakes.....	4	Deck Beam Ditto.....	4
Plank Sheers.....	4	Ceiling 'twixt Decks.....	2 1/2
Water-ways.....	8	Hold Beam Shelves.....	5
Upper Deck.....	3 3/4	Deck Beam ditto.....	4

Rider Kelson 3 in: Apr Oak

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Keel-Knee, and Dead Wood abaft.....	1 3/8	Bolts thro' the Bilge and Foot Waling.....	7/8	Hold Beam.....	1 5/8
Curphs of Keel..... N ^o . 11	1	Butt End Bolts.....	7/8	Deck Beam.....	1 1/8
or Timber Bolts.....	1 1/4	Lower Pintle of the Rudder.....	3 1/2		
son ditto.....	1 3/8			same in Iron above the Copper.....	1 1/4
Transoms and throats of Hooks.....	1 1/4				1 1/8
as of Hooks.....	1 1/2				

bering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English & African Oak and are free from all defects.

er Floors and first Foothooks are composed of English & African Oak Timber.

er other Foothooks and Top Timbers of English & African

er Shifts of the first and second Foothooks are not less than 4 1/2 in: N.B. When reported by you less than the prescribed Rule, then state how many.

er rest of the Shifts of the Frame are from 4 1/2 to 6 ft

er Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared

er alternate Frames are all bolted together.

er Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.

er Frame is chocked with 2 Butt at each end of the chock.

er Main Kelson is composed of African Oak and the False Kelson of African Oak

er Scarphs of the Kelsons are not less than 4 feet 9 inches.

er Deck and Hold Beams are composed of African Oak

ing Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Elm

er the first Foothook Heads to the Light Water Mark of African Oak

er the Light Water Mark to the Wales of African Oak

er Wales and Black-strakes are of African Oak

er Topsides of African Oak

er Sheer-strakes of African Oak

er Gunwales of African Oak

er 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.

ing Inside.—The Clamps are composed of African Oak the Stringers of African Oak

er Bilge Planks of African Oak and the remainder of the Ceiling of African Oak

er **ings.**—To Hold Beams 2 Stringers Full patent binding

er Deck Beams One Stringer and Four and a half wood knees

er Number of Breasthooks Seven Pointers African Oak Crutches African Oak

er Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched, and one Bolt through the Timber — }

er Bilge and Footwaling Copper bolted through and clenched.

er General Quality of Workmanship Of the very best kind

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

Builder's Name Kelsick Wood

Surveyor's Name John Braithwaite

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	240	Chain	1 1/2	3	Bower, 23., 2.0 - 23., 2.4 - 21., 1.22
2	Fore Top Sails,	95	Hempen Stream Cable.....	10 1/2	1	Stream, 11 1/2
2	Fore Topmast Stay Sails,	95	Hawser	8 1/2	2	Kedge,
2	Main Sails,	95	Towlines	6 1/2		All of proper weight.
2	Main Top Sails,		Warp			
and well found in other sails			All of	quality.		

Her Standing and Running Rigging is

She has One Long Boat ~~and~~ one Pinnace one Gig

The present state of the Windlass is Patent ~~Capstan~~ Crabwinch and Rudder good

General Remarks—Statement and Date of Repairs.

Lower binding.. 17 Beams bound with 2 Stringers with the flat to the side, the upper one 14 inches by 8. the lower one 13 inches by 8 bolted through the side at each Timber all round and clenched, a 4 inch plank above the upper stringer and a 5 1/2 inch plank below the lower stringer both bolted and clenched through the side at each Timber all round. Fells patent binding at the lower beam ends, 9 Hanging iron knees and 2 Vertical knees abreast the main Rigging on each side, this stringer binding extends from Transom to the Breasthook and fastened with wood knees to the Transom, The Cabin floor is 3ft 7in: above the lower beams, it has 8 Beams bound with Fells patent binding and wood knees to the wing Transom. — Upper binding, 15 Beams to the Poop bound with one stringer bolted and clenched through each Timber all round, Fore and aft wood knees all round, well bolted, 9 Hanging iron knees on each side, 2 iron Vertical iron knees on each side abreast the main Rigging and one on each side abreast the Fore Rigging. — 10 Beams in the Poop deck which is 3.10 in above the main deck bound with one stringer, Fore and aft wood knees & 3 staple iron knees Vertical abreast the Mizzen Rigging. A Transom across the stern Timbers abaft the stern post at the lower part of the stern and head of the Counter, the upper deck stringer goes through the Cabin and joins this Transom and bound together with knees. Iron diagonal ~~up~~ Pointers from the Centre of the wing Transom on each side downwards. Sheathed with 28 & 26 oz Copper. This Vessel was superintended in the building by Capt. Jos. Sharp the principal owner. She is a highly finished Ship.

If Sheathed, Doubled, or Felted,

and Date when last done

And I am of opinion this Vessel should be Classed A. 12.

The Amount of the Fee.....£ 5 : 5 : 0 is received by me, J. H. Braithwaite

Committee Minute 10 3rd April 18310

Character assigned A 1 p 12 May

O M
Length — 119.6
Breadth — 29.2
Depth — 20.6
Tonnage 461

Lloyd's Register
Foundation