

No. 105 Survey held at Littlehampton Date 5th March 1839
on the Brig Baron of Bream Master John Sanders
Tonnage 189 2759 Built at Littlehampton When built March 1839
By whom built Mr. Stephen Oliver Owners Mr. Stephen Oliver
Port belonging to Sunderland Destined Voyage Not Known
If Surveyed Afloat or in Dry Dock On the Slip Three times while Building

Length aloft		Feet.	Inches.	Extreme Breadth		Feet.	Inches.	Depth of Hold		Feet.	Inches.
		82	9/10			20	4/10			13	2/10
Scantlings of Timber.				Thickness of Plank.							
Timber and Space..... each		Inches.		Inches Middle	Inches Ends	Outside.		Inches.	Inside.		Inches.
Floors..... sided		11	Moulded	13	10	Keel to Bilge		3	Foot Waling		3
1 st Foothooks..... "		10	"		9 1/2	3 Bilge Planks		4 1/2	2 Bilge Planks		4
2 nd Ditto..... "		9	"		8 1/2	2 " Bilge to Wales		3 1/2	2 " Ceiling " Flat		3
3 rd Ditto..... "		8	"		5 1/4	Wales		3	Ditto Bilge to Clamp		2 1/2
Top Timbers		8	"		5 1/4	Topsides		4 1/2	Ditto Bilge to Clamp		2 1/2
Deck BeamsN°. of 19		12	"	11		Sheer Strakes		2 1/2	Hold Beam Clamps		3
Hold BeamsN°. of 6		12	"	12		Plank Sheers.....		3 1/2	Deck Beam Ditto.....		4
Keel		12	"	14		Water-Ways		3	Ceiling 'twixt Decks		3
Kelsons		13	"	15		Upper Deck		4	Hold Beam Shelves		2
								3	Deck Beam Ditto.....		

Copper.		Inches.	Size of Bolts in Fastenings.		Inches.	Iron.		Inches.
Heel-Knee, and Dead Wood abaft	Iron	1 1/2	Bolts thro' the Bilge and Foot Waling	Iron	3	Hold Beam	Iron	1
Scarphs of Keel.....N°. 7	Iron	1 1/2	Butt End Bolts	Iron	5/8	Deck Beam	Iron	1 1/2
Floor Timber Bolts	Iron	1 1/2	Lower Pintle of the Rudder	Iron	2 3/4	same in Iron above the Copper.....		
Kelson ditto	Iron	1 1/2						
Transoms and throats of Hooks	Iron	1 1/2						
Arms of Hooks	Iron	1						

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 2 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are all 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 3 feet 9 inches N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are good

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

The alternate Frames are all bolted together. Yes 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 and the False Kelson of Stone

The Scarphs of the Kelsons are not less than Six feet Six 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 & American Elm

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of English Oak

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 Red Pine State of

The Shifts of the Planking are not less than 5 Feet 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 Three between

Planking Inside.—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak

The Ceiling, Lower Hold, of English Oak Between Decks of English Oak

Shelf Pieces of Clamps of English Oak

Fastenings.—To Hold Beams the Four-Mastship Beams Double Iron Lodging Knives. Fore-mast and After Beams Single Wood Lodging

Deck Beams Double Wood Lodging Knives

Number of Breasthooks Four Pointers Two Crutches One

Butts End Bolts are of Iron in the Bottom, and a Bolt in each Butt End through and clenched. Yes

Bilge and Footwaling Iron bolted through and clenched. Yes

General Quality of Workmanship Good

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

Builder's Name Stephen D. Oliver
Surveyor's Name Mr. C. W. H. H. H.

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails, <u>new</u>	190	Chain	1 1/2	2	Bower, <u>11" 2" 0. each -</u>
2	Fore Top Sails, "	80	"			
		90	Hempen Stream Cable	1 3/4	1	Stream,
2	Fore Topmast Stay Sails, "	90	Hawser	4 1/2	1	Kedge,
1	Main Sails, <u>new</u>	90	Towlines	6		
1	Main Top Sails, <u>new</u>	90	Warp	4		
and <u>well supplied with other sails</u>			All of <u>new</u> quality.			

Her Standing and Running Rigging all new sufficient in size and good in quality.

She has one new Long Boat and one new jolly boat

The present state of the Windlass is new Capstan double wind and Rudder good

General Remarks—Statement and Date of Repairs.

The Dry is Iron Fastened throughout. The Planking outside and inside is well Holed. free from sap, well seasoned and properly fastened. She has one Hook above the Deck, one Dock Hook, and two Breasthooks in the Hold, which are with the wing transom knees, knees to transom over the heels of stern timbers. Beam knees, brutch and pointers, of good length and well fastened. And having surveyed the Dry three times while building agreeably to instructions, I am of opinion that she is a faithful built vessel, and in a fit and proper condition to take Dry and perishable cargoes to and from all parts of the world.

If Sheathed, Doubled, Felted, or Coppered None When last done _____

I am of opinion this Vessel should be Classed 12 A 1.

309 The Amount of the Fee.....£ 3 : 3 : 0 is received by me, J. C. C. C. C.
Special£ : :

Committee's Minute 12 March 1834

Character assigned A 1 for 12 years



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