

No. 1618 Survey held at Sunderland Date April 18 40
 on the Shaw Rosalind Master Thos. Blair
 Tonnage 289 Built at Sunderland When built 1839 & 40
 By whom built J. Watson & Son Owners Thos. Blair & Co
 Port belonging to Sunderland Destined Voyage New York
 If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. <u>94</u> Inches. <u>4</u>	Extreme Breadth	Feet. <u>26</u> Inches. <u>4</u>	Depth of Hold	Feet. <u>17</u> Inches. <u>4</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space..... each	Inches. <u>12</u>	Inches. Middle <u>12</u> Ends <u>10</u>	Outside.	Inches.	Inside.	Inches.
Floors..... <i>average</i> sided	<u>12</u>	Moulded	Keel to Bilge	<u>3</u>	Foot Waling	<u>3½</u>
1 st Foothooks..... <i>average</i>	<u>10</u>	"	Bilge Planks	<u>4</u>	Bilge Planks	<u>4:3</u>
2 nd Ditto.....	<u>9½</u>	"	Bilge to Wales	<u>3½:3</u>	Ceiling in Flat	<u>2½:2</u>
3 rd Ditto..... <i>felt</i>	<u>8</u>	"	Wales	<u>4½</u>	Ditto Bilge to Clamp	<u>2½</u>
Top Timbers	<u>8</u>	"	Topsides	<u>2½</u>	Hold Beam Clamps	<u>4.3</u>
Deck Beams N°. of <u>15</u>	<u>9</u>	"	Sheer Strakes	<u>3½</u>	Deck Beam Ditto.....	<u>3½</u>
Hold Beams N°. of <u>13</u>	<u>11</u>	"	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks	<u>2¾</u>
Keel	<u>10</u>	"	Water-Ways	<u>4</u>	Hold Beam Shelves	<u>12 1/2</u>
Kelsons	<u>12</u>	"	Upper Deck	<u>3</u>	Deck Beam Ditto.....	<u>10 1/2</u>

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 4 Inches. The Space between the Top-timbers is 3 to 5 Inches. The Stem, Stern Post, are composed of African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng^l French & Afr^{ic} Oak and are app^rox^{im} free from all defects. The Floors and first Foothooks are composed of English, French and Foreign Oak Timber. The other Foothooks and Top Timbers of English and French Oak. The Shifts of the first and second Foothooks are not less than 3/10 to 4 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are sufficient. The Frame is very well squared from the first Foothook Heads upwards, and reasonably free from sap, and from thence downwards, the frame is well squared. The alternate Frames are not bolted together. Every 5th N. B. If not, state how bolted. to 2 Heads. The Butts of the Timbers are very close together; their thickness not less than 1/3 to 1/4 of the entire moulding at that place. The Frame is cross chocked with no Butt at each end of the chock. The Main Kelson is composed of Stettin Oak and the False Kelson of Stettin Oak. The Scarphs of the Kelsons are not less than 8 feet 0 inches. The Deck and Hold Beams are composed of Stettin Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer^{ic} Elm. From the first Foothook Heads to the Light Water Mark of Amer^{ic} Elm. From the Light Water Mark to the Wales of Pitch Pine. Ends part Oak. The Wales and Black-strakes are of Stettin Oak. The Topsides of Pitch Pine. The Sheer-strakes and Plank-sheers of Foreign Oak. The Water-ways of Pitch Pine. The Decks of Yellow Pine. State of . The Shifts of the Planking are not less than 5 Feet 0 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 2 and 3 mostly 3 between

Planking Inside.—The Limber-strakes are composed of Foreign Oak the Bilge Planks of Stettin Oak. The Ceiling, Lower Hold, of Foreign Oak. Between Decks of Pitch Pine. Shelf Pieces of Foreign Oak. Clamps of Stettin Oak.

Fastenings.—To Hold Beams Iron Binder round one Timber Shelf on Top, & 10 pair of Iron Hanging? Nails. Deck Beams One Wood Lodging Niece and one Iron Sug Hanging Niece. Number of Breasthooks Five & Remson Pointers One pair. One Iron Crutches 2 Wood & 1 Iron Transom Niece. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is 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 Thos. B. Simey
 Surveyor's Name Thos. B. Simey

one don't have placed on the fourth transom

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	200	Chain	1 1/4	3	Bower, 14 1/2: 14: 13 1/4
1	Fore Top Sails,	75	Hempen Stream Cable	1 3/16	1	Stream, 4 1/2
2	Fore Topmast Stay Sails,	60	Hawser	2 1/2	1	Kedge, 1 3/4
1	Main Sails,	80	Towlines	7/8		
2	Main Top Sails,	80	Warp	6		
and well found in other sails			All of <u>good</u> quality.	5		

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

She has One Long Boat and Skiff.

The present state of the Windlass is good Capstan Winch and Rudder & Braces all good, & sufficient fitted with Tylocks patent.

General Remarks—Statement and Date of Repairs.

Frame is generally of good quality and of sufficient scantling fairly squared and is well wrought stepp'd and shifted, a few of French oak timbers coarse and little shaken. Transoms, Aprons, Hawse timbers, Knight heads &c are all well squared. Beams & Brees are of good sound quality generally well squared

Outside Planking appears good in quality and well clear of oak generally well wrought & shifted. Scencils are mostly of French oak. greater part engine turned. Ceiling plank is mostly sawn from logs well seasoned. 2 to 3 planks below hold beams inferior all fairly wrought & shifted

Beams, Brees, Hooks, Shells &c are apparently well bolted and secured

Commenced Build 2 in July 1839 Launched in April 1840

Surveyed as follows $\frac{15}{11}$ $\frac{14}{2}$ $\frac{25}{2}$ $\frac{15}{3}$ $\frac{25}{4}$ and at other periods

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed S A 1

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

Special£ 10 : 0 : 0

Committee's Minute

Character assigned

13. 3. 2
19th May 1840

A 1 for 8 Years



© 2021

Lloyd's Register
Foundation