

1875

No. 1875 Survey held at Sunderland Date January 1841  
 on the Shew Marsden Master James Miller  
 Tonnage 278 Built at Sunderland When built 1840 -  
 By whom built Hull and Lykes Owners J. G. Gibson  
 Port belonging to Newcastle Destined Voyage Southern  
 If Surveyed Afloat or in Dry Dock during the Building -

Length aloft	Feet. 88	Inches. 0	Extreme Breadth	Feet. 26	Inches. 6	Depth of Hold	Feet. 16	Inches. 4
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>					
Timber and Space	Inches. 12		Inches. Middle 12	Inches. Ends 10	<b>Outside.</b>			
Floors	sided 12	Moulded	12	10	Keel to Bilge	Inches. 3	<b>Inside.</b>	
1st Foothooks	" 9½	"	9		Bilge Planks	4	Foot Waling	Inches. 3
2nd Ditto	" 9	"	8½		Bilge to Wales	3	Bilge Planks	4
3rd Ditto	" 8	"	7½		Wales	4½	Ceiling in Flat	2½
Top Timbers	" 7½	"	5		Topsides	2½	Ditto Bilge to Clamp	2½
Deck Beams N°. of - 20	" 9	"	9	5	Sheer Strakes	3	Hold Beam Clamps	4
Hold Beams N°. of - 12	" 10½	"	10½	8½	Plank Sheers	3	Deck Beam Ditto	3
Keel	" 10	"	9		Water-Ways	4	Ceiling 'twixt Decks	2
Kelsons	" 11½	"	28		Upper Deck	3	Hold Beam Shelves	2½
							Deck Beam Ditto	"
<b>Copper.</b>			<b>Size of Bolts in Fastenings.</b>					
Heel-Knee, and Dead Wood abaft	Inches. 1½		<b>Copper.</b>			<b>Iron.</b>		
Scarp of Keel N°. 8	¾		Bolts thro' the Bilge and Foot Waling	Inches. ¾		Hold Beam	Inches. 7/8	
Floor Timber Bolts	1		Butt End Bolts	5/8		Deck Beam	¾	
Kelson ditto	1½		Lower Pintle of the Rudder	3		same in Iron above the Copper.		
Transoms and throats of Hooks	1½							
Arms of Hooks	¾							

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 2 Inches. The Space between the Top-timbers is 3 4 Inches. The Stem, Stern Post, are composed of Stettin Oak; the Transoms, Aprons, Knight Heads, Hawse Timbers, of English and Foreign Oak and are apply free from all defects. The Floors and first Foothooks are composed of English and Foreign Oak Timber. The other Foothooks and Top Timbers of English and Foreign Oak—  
 The Shifts of the first and second Foothooks are not less than ¾ : 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 fairly squared from the first Foothook Heads upwards, and tolerably free from sap, and from thence downwards, the frame is fairly square—  
 The alternate Frames are not bolted together. Every 7<sup>th</sup> N. B. If not, state how bolted. to 2 Heads. The Butts of the Timbers are gently close together; their thickness not less than 1/5 : 1/3 of the entire moulding at that place. The Frame is — chocked with no Butt at each end of the chock. The Main Kelson is composed of Amer<sup>ca</sup> Oak— and the False Kelson of —  
 The Scarphs of the Kelsons are not less than 5 feet 10 inches. The Deck and Hold Beams are composed of Hold Beams Memel & Stettin Oak; Deck Beams Stettin & English Oak—  
**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Amer<sup>ca</sup> Elm—  
 From the first Foothook Heads to the Light Water Mark of Amer<sup>ca</sup> Elm—  
 From the Light Water Mark to the Wales of Memel Oak—  
 The Wales and Black-strakes are of Memel Oak— The Topsides of Pitch Pine—  
 The Sheer-strakes and Plank-sheers of Memel Oak— The Water-ways of Pitch Pine—  
 The Decks of Yellow Pine— State of —  
 The Shifts of the Planking are not less than 4½ : 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 Two and Three between  
**Planking Inside.**—The Limber-strakes are composed of Amer<sup>ca</sup> Oak— the Bilge Planks of Amer<sup>ca</sup> Oak—  
 The Ceiling, Lower Hold, of Amer<sup>ca</sup> Oak— Between Decks of Pitch Pine—  
 Shelf Pieces of Memel Oak— Clamps of Amer<sup>ca</sup> Oak & Pitch Pine—  
**Fastenings.**—To Hold Beams Iron Binder round one Timber, Shoff on top, and 10 Pair Iron hanging knees  
 Deck Beams One Wood Lodging knee and one Iron Lug knee. Ends Double Wood Lodging knees  
 Number of Breasthooks Five— Pointers one pair : one Iron Crutch & 2 Wood Transom knees on each side  
 Butts End Bolts are of Iron— 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 Fair—

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

Builder's Name

Surveyor's Name



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.		inches.	N <sup>o</sup> .		
2	Fore Sails,	200	Chain .....	1 3/16	3	Bower, 13 1/2 : 13 : 12 1/2.	
1	Fore Top Sails,	75	Hempen Stream Cable .....	8 1/2	1	Stream, 4 c	
2	Fore Topmast Stay Sails,	60	Hawser .....	13/16	1	Kedge, 2 c	
1	Main Sails,	80	Towlines .....	5 1/4			
2	Main Top Sails,	80	Warp .....	4 3/4			
and <u>sufficient others.</u>			All of <u>good</u> quality.				

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

She has One Long Boat and Stiff

The present state of the Windlass is Suff<sup>t</sup> Capstan Suff<sup>t</sup> and Rudder & Braces Suff<sup>t</sup>  
with extra purchase

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

Frame is of good quality and suff<sup>t</sup> scantling and is tolerably well wrought stepped & shifted, a few upper top timbers are wavy & sappy edges. ~~Planks~~ Knight heads, Aprons, &c. are good and genly well squared

Beams, Knees, Hooks &c. are good in quality and scantling  
Knees are of Eng & Bremen oak

outside planking is mostly cut from Bremen logs of fair quality, fairly wrought & shifted except two shifts on each side below water which are little short & not well divided. Ceiling plank is principally Am<sup>n</sup> oak cut from logs part during Build<sup>t</sup>, a few planks of which in the lower hold are of inferior quality, tolerably well wrought shifted & secured —

Upper & lower deck Beams, Knees, Hooks &c. are app<sup>n</sup> well bolted & secured — The bolts in the scarps of the Keel, most of the Hook bolts, and those through the Butt ends have been drifted out and replaced with Yellow Metal

Commenced Build<sup>t</sup> in May Launched in November 1840  
Surveyed as follows OR  $\frac{10}{7}$   $\frac{12}{8}$   $\frac{25}{8}$   $\frac{29}{9}$   $\frac{26}{10}$   $\frac{22}{12}$

~~Sheathed, Doubled, Felted, or Coppered~~ 10 feet plank with 4 metal to water When last done at this date

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

The Amount of the Fee.....£ 3 : : is received by me, Thos. B. Stacey

Special .....£ : : at office 4/3/44

Committee's Minute..... 184

Character assigned See London No 10.457,  
Classed 7 A 1.



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