

No. 1977 Survey held at Sunderland Date May - April 1847
on the Ship "Ohio" Master Mr. Langston
Tonnage 239 Built at Sunderland When built 1841
By whom built Austin and Mills Owners Pow and Co
Port belonging to Newcastle Destined Voyage Archangel
If Surveyed Afloat or in Dry Dock During the Building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.	
	86	0		25	3		15	6	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space	each	Inches.		Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors	sided	12	Moulded	11 1/2	9	Keel to Bilge	3 1/2	Foot Waling	3
1 st Foothooks	"	9	"	8 1/2	"	Bilge Planks	4	Bilge Planks	4
2 nd Ditto	"	8 1/2	"	7 1/2	"	Bilge to Wales	3 1/2	Ceiling in Flat	2 1/2
3 rd Ditto	"	7.8	"	7	"	Wales	4	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	7	"	4 1/2	"	Topsides	2 1/2	Hold Beam Clamps	1 1/2
Deck Beams	N ^o . of	8 1/2	"	9	5	Sheer Strakes	3 1/2	Deck Beam Ditto	3
Hold Beams	N ^o . of - 12 -	10 1/2	"	10 1/2	8	Plank Sheers	3	Ceiling 'twixt Decks	2
Keel	"	10	"	8	"	Water-Ways	6	Hold Beam Shelves	1 1/2
Kelsons	"	12	"	25	"	Upper Deck	3	Deck Beam Ditto	"

Copper.			Size of Bolts in Fastenings.			Iron!		
		Inches.			Inches.			Inches.
Heel-Knee, and Dead Wood abaft	C	1/8	Copper.					
Scarphs of Keel	N ^o . 80	3/4	Bolts thro' the Bilge and Foot Waling	C	3/4	Hold Beam		7/8
Floor Timber Bolts	C	7/8	Butt End Bolts	C	5/8	Deck Beam		3/4
Kelson ditto	C	1 1/8	Lower Pintle of the Rudder		2 1/8			
Transoms and throats of Hooks	C	7/8				same in Iron above the Copper		{
Arms of Hooks	C	7/8 3/4						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 116 1/2 Inches. The Space between the Top-timbers is 46 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English and African Oak and are gently free from all defects.

The Floors and first Foothooks are composed of English and Hambro' Oak Timber.

The other Foothooks and Top Timbers of English Oak.

The Shifts of the first and second Foothooks are not less than 3/8 : 3/10 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 gently squared from the first Foothook Heads upwards, and totally free from sap, and from thence downwards, the frame is fairly squared.

The alternate Frames are not bolted together. Every 4th N. B. If not, state how bolted. to 2 Ids.

The Butts of the Timbers are gently close together; their thickness not less than 1/8 : 1/4 of the entire moulding at that place.

The Frame is no choaked with no Butt at each end of the chock.

The Main Kelson is composed of Amer^{cn} Oak and the False Kelson of Amer^{cn} Oak.

The Scarphs of the Kelsons are not less than 7 feet 0 inches.

The Deck and Hold Beams are composed of English and Stettin Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer^{cn} Elm.

From the first Foothook Heads to the Light Water Mark of Amer^{cn} Elm.

From the Light Water Mark to the Wales of Stettin Oak part ends English Oak.

The Wales and Black-strakes are of Stettin Oak The Topsides of Pitch Pine.

The Sheer-strakes and Plank-sheers of Danz^c Oak The Water-ways of Pitch Pine.

The Decks of Yellow Pine State of

The Shifts of the Planking are not less than gently 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^{cn} Oak the Bilge Planks of Amer^{cn} Oak.

The Ceiling, Lower Hold, of Amer^{cn} & Stettin Oak Between Decks of English Oak.

Shelf Pieces of Amer^{cn} Oak Clamps of Amer^{cn} Oak.

Fastenings.—To Hold Beams Iron Staple round one Timber, Stringer on Top, and 7 Iron Nails each side below

Deck Beams Double Wood Chices, and 9 pair Iron Chices each side below

Number of Breasthooks Four Pointers one pair One Iron Crutches & 2 Transom Nails each side.

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 throughout

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

Builder's Name

Surveyor's Name

John Brunton

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,	180	Chain	1 5/16	3	Bower, 12 ^c - 11 ^c - 10 3/4 ^c
1	Fore Top Sails,	80	Hempen Stream Cable	7 1/4	1	Stream, 3 1/2 ^c
1	Fore Topmast Stay Sails,	75	Hawser	3 1/4	1	Kedge, 1 1/2 ^c Requ.
1	Main Sails,	85	Towlines	5 1/2		
2	Main Top Sails,	85	Warp	5		
and <u>Stiff. in the Sails</u>			All of <u>good</u> quality.			

Her Standing and Running Rigging Hemp sufficient in size and good in quality.

She has One Long Boat and Stiff

The present state of the Windlass is Stiff Capstan Winch and Rudder and Braces Stiff.

with Patent Pulleys

General Remarks—Statement and Date of Repairs.

The floor Timber and first footboards are mixed with Eng^l Hambro Oak (mostly Eng^l). Remainder of planks all Eng^l Oak—all of fair scantling and generally sound quality, tolerably well brought and shipped and sufficiently squared for the (use).

The scantling and quality of upper and lower deck Beams, Gun. Knees appear all good and sufficient.

The quality of planks appear all sound and good, being well brought and shipped and free from sap: Timbers of Eng^l Oak (Engine Turned)—

Upper and lower deck Beams, Gun. L. all well and securely fastened

(Commenced building in Novr 1840: Launched April 1841 when surveyed as follows $\frac{25}{7} : \frac{11}{2} : \frac{19}{2} : \frac{22}{3} : \frac{22}{4}$.)

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 : 0 : 0 is received by me,

Special£ 12 : 0 : 0
15 - 0 - 0

Committee's Minute 11th May 1841

Character assigned A 1 for S. Yarnall



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