

No. 294 Survey held at Tops Lam Date Dec 17 1847
 on the Schooner Salab Master Thomas Holman
 Tonnage 95 Built at Sydney When built 1819
 By whom built _____ Owners John Walker & Co
 Port belonging to Port Phillip Destined Voyage not known
 If Surveyed Afloat or in Dry Dock in Builders Yard Classed B. Ship unrated

and the
 upaid
 with the
 Lumber
 Friends
 Mr. Wm
 Friends of Tops Lam 1818
 R. J. Shipman
 190

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
	66 0		20 0		10 0

Scantlings of Timber.			Thickness of Plank.		
	Inches.		Outside.	Inside.	Inches.
Timber and Space	each 23		Keel to Bilge	Foot Waling	3 1/2
Floors	sided 10	Moulded 11 9	Bilge Planks	Bilge Planks	4
1st Foothooks	" 9	" 9 7 1/2	Bilge to Wales	Ceiling in Flat	2 1/2
2nd Ditto	" 8	" 7 1/2 6 1/2	Wales	Ditto Bilge to Clamp	2 1/2
3rd Ditto	" 7	" 6 5	Topsides	Hold Beam Clamps	
Top Timbers	" 7	" 6 5	Sheer Strakes	Deck Beam Ditto	3
Deck Beams N° of 16	" 10	" 10 7	Plank Sheers	Ceiling 'twixt Decks	2 1/2
Hold Beams N° of	" 10	" 10 7	Water-Ways	Hold Beam Shelves	
Keel	" 10	" 14	Upper Deck	Deck Beam Ditto	
Kelsons	" 14	" 25 12			

Copper.		Iron.	
Inches.		Inches.	
Heel-Knee, and Dead Wood abaft	1	Hold Beam	
Scarphs of Keel N° of	1/4	Deck Beam	3/4
Floor Timber Bolts	1		
Kelson ditto	1		
Transoms and throats of Hooks	1		
Arms of Hooks	1/4		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. any The Space between the Top-timbers is 4 Inches. any The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects.

The Floors and first Foothooks are composed of Inter Timber.

The other Foothooks and Top Timbers of Inter

The Shifts of the first and second Foothooks are not less than 3-5 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Inter

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

The alternate Frames are all bolted together. 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 square Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of Amber Elm

The Scarphs of the Kelsons are not less than 6 feet 0 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 Elm

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

From the Light Water Mark to the Wales of Inter

The Wales and Black-strakes are of Amber White & English Oak The Topsides of Red Pine

The Sheer-strakes and Plank-sheers of English Oak The Water-ways of Red Pine

The Decks of Red Pine State of new & good

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 three Strakes 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 Red Pine

Shelf Pieces of _____ Clamps of English Oak

Fastenings.—To Hold Beams

Deck Beams Loopy & Locking Nails & 12 Long Iron Pins

Number of Breasthooks 4 Pointers _____ Crutches _____

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

Bilge and Footwaling well bolted through and clenched.

General Quality of Workmanship very good

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

Builder's Name _____

Surveyor's Name Th. Holman

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
No.		Fathoms.	Inches.	No.	
2	Fore Sails, <i>new</i>	155	Chain	2	Bower, 7-0-0 & 7-2-0
1	Fore Top Sails, <i>new</i>	60	Hempen Stream Cable	1	Stream, 3-2-
1	Fore Topmast Stay Sails, <i>new</i>	70	Hawser	2	Kedge, 1-2-0 & 1-0-0
1	Main Sails, <i>very good</i>	70	Towlines		
	Main Top Sails,	70	Warp		
and all other necessary Sails			All of <u>Good</u> quality.		

Her Standing and Running Rigging is newly all new sufficient in size and Good in quality.

She has One Long Boat and _____

The present state of the Windlass is as before Capstan _____ and Rudder Good

General Remarks—Statement and Date of Repairs.

The whole of the outside planks of the Byre & tubbing of no less as the 2nd forelock heads, and all the unwearing part of the planks inside and out (except not more than 150) the centres of the Tram entirely repacked to new, also the Decks removed one half the entire paning of the Byre is new 23rd of Beams & Staves new all new decks, waterways, Plank Shims, Paint Shank, Key to heads, Spur decks, Wales, & Deck trabing, and nearly all under the Wales, nearly the whole of the Ceiling new, all new Rails, Bulwarks, Plank Comings, Cham Plates, Mast & Truss, new Boat, new Cabin Stumps all of light oak new, all new fastenings & new Rails in of Ball keelson, 12 Keelson Staves new, one new Spant post, Pal & Windlop Decks new, Block Sails, Rigging and iron work nearly all new, the Byre has been thoroughly repacked and is now ready to take 50 which has been sterilized completely with and is an excellent firm Byre in any respect

H. King
The Assessor

Be pleased to forward me a Certificate

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

I am of opinion this Vessel should be Classed As before

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, *H. King*
The Assessor

Committee's Minute 15th Oct. 1847

Character assigned As before 1 for 7 Guay



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, <i>new</i>	155	Chain	1 1/2	2	Bower, 7-0-0 & 7-2-0
1	Fore Top Sails, <i>new</i>	60	Hempen Stream Cable	8	1	Stream, 3-2-
1	Fore Topmast Stay Sails, <i>new</i>	70	Hawser	5	2	Kedge, 1-2-0 & 1-0-0
1	Main Sails, <i>very good</i>	70	Towlines	4		
	Main Top Sails,	70	Warp	2 1/2		
and all other necessary Sails			All of <u>good</u> quality.			

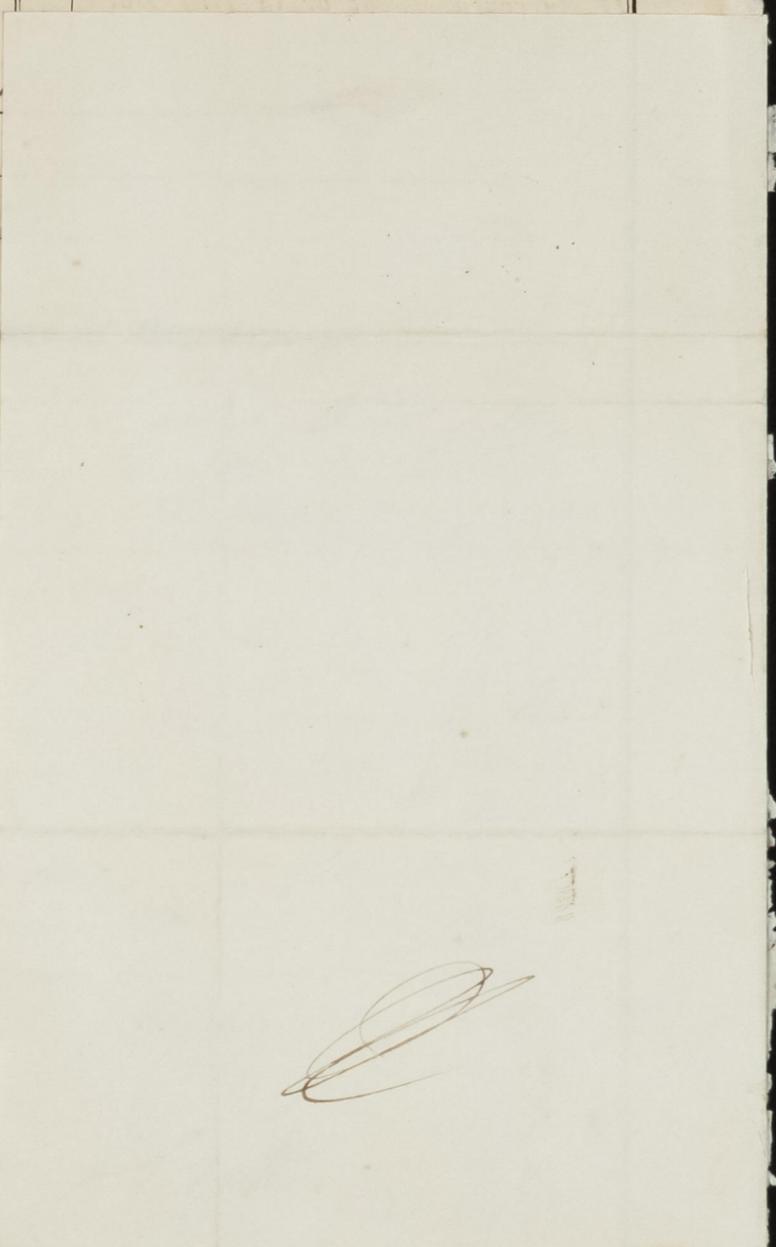
Her Standing and Running Rigging is newly all new sufficient in size and

She has One Long Boat and

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

General Remarks—Statement and D

The whole of the outside planks of this
 as the 2^d futtock heads, and all the
 planks inside and out (except out
 of the beam entirely repaired to wear
 one half the entire frame of this vessel
 2/3rd of beams & knees new
 all new decks, pathways, plank sheer, pane
 topsides, staves, & deck trunks, and
 nearly the whole of the ceiling new, all
 Comings, Chan plates, Mast & Spies,
 Truckels all of the best oak new, all
 keels in of Palm keelson, 12 keelsons
 great hole, Pall & Windlop Bets,
 and iron work nearly all new, this
 again added to the 5^d which has
 with and is an excellent piece of



The Hollman

Be pleased to forward me a Certificate

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

I am of opinion this Vessel should be Classed A 1 *Grass*

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,

Certificate Special.....£ : 5 :

Hoskins
John Hollman

Committee's Minute 15th Oct. 1847

Character assigned Registered A 1 for 7 years



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