

No. 60 Survey held at Newford Date July 18th 1841  
on the Schooner Sheglah Master W. Murphy  
Tonnage 161 Built at Newford When built July 1841  
By whom built R & N Sparrow Owners Builders  
Port belonging to Newford Destined Voyage Liverpool  
If Surveyed Afloat or in Dry Dock While building

Length aloft .....	70	Feet. Inches.	Extreme Breadth .....	22	Feet. Inches.	Depth of Hold .....	12	Feet. Inches.	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>						
Timber and Space.....	each	Inches.		Inches.	Inches.				
Floors.....	sided	11	Moulded	13	10				
1 <sup>st</sup> Foothooks.....	"	11	"	10	8 1/2				
2 <sup>nd</sup> Ditto.....	"	8	"	8 1/2					
3 <sup>rd</sup> Ditto.....	"		"						
Top Timbers .....	"	7 1/2	"	7	6				
Deck Beams ....N°. of 17 .....	"	10	"	10	6				
Hold Beams ....N°. of none .....	2		"						
Keel .....	"	10	"	10					
Kelsons .....	12	11 1/2	"	13 1/2					
						<b>Outside.</b>	Inches.	<b>Inside.</b>	Inches.
						Keel to Bilge .....	2 1/4	Foot Waling .....	3
						Bilge Planks .....	1 1/2	Bilge Planks .....	3 1/2
						Bilge to Wales .....	2 1/2	Ceiling in Flat .....	2 1/4
						Wales .....	4 1/2	Ditto Bilge to Clamp .....	2
						Topsides .....	2	Hold Beam Clamps .....	
						Sheer Strakes .....	3	Deck Beam Ditto.....	3 1/2
						Plank Sheers.....	3	Ceiling 'twixt Decks .....	
						Water-Ways .....	1 1/2	Hold Beam Shelves .....	
						Upper Deck .....	2 1/4	Deck Beam Ditto.....	

<b>Copper.</b>		Inches.	<b>Size of Bolts in Fastenings.</b>		Inches.	<b>Iron.</b>		Inches.
Heel-Knee, and Dead Wood abaft		1	Bolts thro' the Bilge and Foot Waling		3/4	Hold Beam		
Scarphs of Keel.....N <sup>o</sup> 10		3/4	Butt End Bolts		3/4	Deck Beam		3/4
Floor Timber Bolts		1	Lower Pintle of the Rudder		2 1/2			
Kelson ditto		1						
Transoms and throats of Hooks		1						
Arms of Hooks		1 1/2						

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

The Floors and first Foothooks are composed of Irish Oak Timber.

The other Foothooks and Top Timbers of Irish Oak best quality

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

The rest of the Shifts of the Frame are 3 1/2 feet

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

The alternate Frames are are bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are quite close together; their thickness not less than 1/2 of the entire moulding at that place.

The Frame is well chocked with 2 Butt at each end of the chock.

The Main Kelson is composed of Irish Oak and the False Kelson of none

The Scarphs of the Kelsons are not less than 8 feet 6 inches.

The Deck and Hold Beams are composed of Irish Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of American Elm

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

From the Light Water Mark to the Wales of Irish Oak

The Wales and Black-strakes are of Irish Oak The Topsides of Irish Oak

The Sheer-strakes and Plank-sheers of Irish Oak The Water-ways of Irish Oak

The Decks of Am. Red Pine State of of the best quality

The Shifts of the Planking are not less than 4 1/2 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 3 Lap in bottom between

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

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

Shelf Pieces of Irish Oak Clamps of Irish Oak

**Fastenings.**—To Hold Beams 2 Hold beams with single wood tapping down by one board

Deck Beams Irish Oak best quality good double 2 k. tapping diagonal

Number of Breasthooks Three 4. 2 Pointers one Crutches

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

Bilge and Footwaling Copper bolted through and clenched. in best manner

General Quality of Workmanship Is very good, the best that has been done in this Port

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

Builder's Name R & N Sparrow

Surveyor's Name M. L. Dwyer



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

She has SAILS.

N <sup>o</sup> .	
2	Fore Sails,
1	Fore Top Sails,
1	Fore Topmast Stay Sails,
1	Main Sails,
	Main Top Sails,

and one full suit of Sails

Fathoms.

190  
90  
75  
65

CABLES, &c.

	Inches.	N <sup>o</sup> .
Chain .....	1 1/2	2
Hempen Stream Cable .....	1 1/2	1
Hawser .....	6	1
Towlines .....		
Warp .....		
All of <u>good</u> quality.		

ANCHORS, and their weights.

Bower, one of	10-3-19 1/2
Stream,	3-2-11
Kedge,	1-2-1

Her Standing and Running Rigging are of the Best sufficient in size and very good in quality.

She has one small Long Boat and stern boat

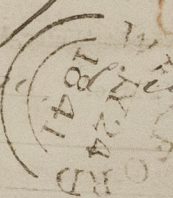
The present state of the Windlass is good Capstan none and Rudder very best manner

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

This vessel has been Disputed by me during the period of her building, she has been Twelvemonths building & is composed of the very best materials.

The Vessel appears to be built of Ash Oak of good quality. The workmanship is good. The Survey with a few exceptions is correct. The alterations & additions are written in the Plans. Some John Thomson & Sons, Masters, Builders, & one of the most skillful. The vessel is built with 4 pair of diagonal ribs with side beams about 12 inches apart. The hull is built in the most efficient state of repair. The vessel is built with safety to my opinion. The vessel is built with safety to my opinion. The vessel is built with safety to my opinion.

Charles Graham Esq.  
2 White Lion Lane, Cornhill



London

Lloyd's Register office

If Sheathed, Doubled, Felted, or Coppered single bottom When last done

I am of opinion this Vessel should be Classed Three or twelve years

The Amount of the Fee.....£ 2 : 0 : 0 is received by me, W. B. B. B.

Special .....

Committee's Minute 27th July 1841

Character assigned A 1 for 10 years

Gen. Comm. 10th July

Classed 12th July

William B. B. B.



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