

No. 93 Survey held at Wexford Date January 15 1845
 on the Ship, Ocean Queen Master Captain Chadford
 Tonnage 35.3 tons Built at Wexford When built The 15th of January 1843
 By whom built Mr Robert Sparrow Owners Mr Robert Sparrow
 Port belonging to for Sale Destined Voyage Liverpool
 If Surveyed Afloat or in Dry Dock Surveyed while Building

Length aloft	Feet. 110	Inches. 6	Extreme Breadth	Feet. 27	Inches. 6	Depth of Hold	Feet. 17	Inches. 6
Scantlings of Timber.								
Timber and Space.....	each	Inches. 24	Inches. Middle 15	Inches. Ends 11	Thickness of Plank.			
Floors.....	sided	10 1/2	Moulded	15 11	Outside.		Inside.	
1 st Foothooks.....	"	10	"	11 10	Keel to Bilge.....	3	Foot Waling.....	4
2 nd Ditto.....	"	9 1/2	"	10 9	Bilge Planks.....	5	Bilge Planks.....	5
3 rd Ditto.....	"	9	"	8 7/2	Bilge to Wales.....	3 1/2	Ceiling in Flat.....	3
Top Timbers.....	"	8	"	8 7/2	Wales.....	5	Ditto Bilge to Clamp.....	3
Deck BeamsN°. of 21.....	"	10	"	10 7	Topsides.....	3	Hold Beam Clamps.....	4
Hold BeamsN°. of 16.....	"	10	"	10 7	Sheer Strakes.....	3 1/2	Deck Beam Ditto.....	4
Keel.....	"	12 1/2	"	10 10	Plank Sheers.....	3 1/2	Ceiling 'twixt Decks.....	2 1/2
Kelsons.....	"	13	"	16 1/2	Water-Ways.....	3	Hold Beam Shelves.....	6
					Upper Deck.....	3	Deck Beam Ditto.....	5
Copper.								
Heel-Knee, and Dead Wood abaft.....	Inches. 1 1/4	Size of Bolts in Fastenings.			Iron:			
Scarphs of Keel.....N°. 1	1/8	Copper.			Inches.			
Floor Timber Bolts.....	1	Bolts thro' the Bilge and Foot Waling.....			1/8			
Kelson ditto.....	1/8	Butt End Bolts.....			3/4			
Transoms and throats of Hooks.....	1 1/8	Lower Pintle of the Rudder.....			4			
Arms of Hooks.....	1				same in Iron above the Copper.....			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 3/4 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are quite free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 4 1/2 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 4 1/2.

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

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

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

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

The Main Kelson is composed of American Oak and the False Kelson of American Oak.

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

The Deck and Hold Beams are composed of English Oak of the best description.

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

From the first Foothook Heads to the Light Water Mark of Pitch Pine of good Quality.

From the Light Water Mark to the Wales of Pitch Pine.

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

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

The Decks of White Pine State of Perfect State.

The Shifts of the Planking are not less than 8 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.

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

The Ceiling, Lower Hold, of American Oak Between Decks of Pitch Pine.

Shelf Pieces of American Oak Clamps of American Oak.

Fastenings.—To Hold Beams All well fastened with Iron Nails four to each Beam.

Deck Beams All well fastened with Iron Nails four to each Beam.

Number of Breasthooks 6 of English Oak Pointers 4 of English Oak Crutches one.

Butt End Bolts are of Copper in the Bottom, and 2 Bolt in each Butt End through and clenched.

Keel and Footwaling Copper bolted through and clenched. in the best manner.

General Quality of Workmanship Very good & the best ever done in this Port.

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

Builder's Name Robert Sparrow Esq

Surveyor's Name M. Devereux

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		inches.	N ^o .
	Fore Sails,		Chain		Bower,
	Fore Top Sails,		Hempen Stream Cable		Stream,
	Fore Topmast Stay Sails,		Hawser		Kedge,
	Main Sails,		Towlines		
	Main Top Sails,		Warp		
and			All of _____ quality.		

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has _____ Long Boat and _____

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

General Remarks—Statement and Date of Repairs.

This vessel has been fitted out temporarily to take her to Lpool for sale, & is there for sale at present every thing with respect to her Hull is perfect & done in the best manner possible

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

I am of opinion this Vessel should be Classed A1 9 or ten years

near The Amount of the Fee.....£ 3 : 0 : 0 is received by me, M. Deane & Son
Special£ : : Short fee shd be 4-6

Committee's Minute 18 March 1845

Character assigned 7-10



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