

No. 93 Survey held at Wexford Date January 15 1845  
 on the Ship Ocean Queen Master John Chadford  
 Tonnage 33.3 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	110	6	Extreme Breadth	27	Depth of Hold	17	6
<b>Scantlings of Timber.</b>				<b>Thickness of Plank.</b>			
Timber and Space	each	24	Inches Middle	15	11	<b>Outside.</b>	
Floors	sided	10 1/2	Moulded	15	11	Keel to Bilge	3
1st Foothooks	"	10	"	11	10	Bilge Planks	5
2nd Ditto	"	9 1/2	"	10	9	Bilge to Wales	3 1/2
3rd Ditto	"	9	"	8 1/2	7 1/2	Wales	5
Top Timbers	"	8	"	8 1/2	7 1/2	Topsides	3
Deck Beams	N° of 21	"	"	10	7	Sheer Strakes	3 1/2
Hold Beams	N° of 16	"	"	10	7	Plank Sheers	3 1/2
Keel	"	12 1/2	"	10	10	Water-Ways	3 1/2
Kelsons	"	13	"	16 1/2	"	Upper Deck	3
<b>Copper.</b>				<b>Size of Bolts in Fastenings.</b>			
Heel-Knee, and Dead Wood abaft	"	1 1/4	<b>Copper.</b>		<b>Iron:</b>		
Scarphs of Keel	N° 1	1/8	Bolts thro' the Bilge and Foot Waling	1/8	Hold Beam	1 1/4	
Floor Timber Bolts	"	1	Butt End Bolts	3/4	Deck Beam	1	
Kelson ditto	"	1 1/8	Lower Pintle of the Rudder	1/4	same in Iron above the Copper		1 1/8
Transoms and throats of Hooks	"	1 1/8					1
Arms of Hooks	"	1					1

**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. The Planking is wrought \_\_\_\_\_ between \_\_\_\_\_.

**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. Butts 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 excellent 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> .
	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

The Amount of the Fee.....£ 3 : 9 : 0 is received by me, M. Deane Surveyor  
Special .....£ : : Short fee shd be 4.-

Committee's Minute 18 March 1845

Character assigned 9 A 1



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