

No. 129 - Survey held at Wesford Date May 16th 1848
on the Brig Natchez Master Doyle
Tonnage 184 tons Built at Wesford When built In the year of 1840
By whom built the Hinkstone Owners Green & Lennard
Port belonging to Wesford Destined Voyage Baltimore
If Surveyed Afloat or in Dry Dock on patent Slip C. 4 Classed A.

Length aloft	Feet. 85	Inches.	Extreme Breadth	Feet. 21	Inches.	Depth of Hold	Feet. 12	Inches.
Scantlings of Timber.			Thickness of Plank.					
Room and Space	24	Inches.	Outside.			Inside.		
Floors	13	Moulded	Keel to Bilge	3	Inches.	Limber Strakes	3 1/2	Inches.
1 st Foothooks	11	"	Bilge Planks	3 1/2	"	Bilge Planks	3 1/2	"
2 nd Ditto	11	"	Bilge to Wales	3	"	Ceiling in Flat	2 3/4	"
3 rd Ditto	8	"	Wales	3	"	Ditto Bilge to Clamp	2 1/4	"
Top Timbers	8	"	Topsides	2 1/2	"	Hold Beam Clamps	8 1/2	12
Deck Beams N ^o 11	5 feet	Average Space	Sheer Strakes	3	"	Deck Beam Ditto	8 1/2	12
Hold Beams N ^o 9	7 feet	Average Space	Plank Sheers	3	"	Ceiling 'twixt Decks	2 1/2	"
Keel	12	"	Water-Ways	3 1/2	"	Hold Beam Shelves	4	"
Kelsons	14	"	Upper Deck	3	"	Deck Beam Ditto	4	"
Size of Bolts in Fastenings, distinguishing whether			Iron.					
Heel-Knee, and Dead Wood abaft	1 1/4	Inches.	Copper or Iron.			Iron.		
Scarp of Keel N ^o 2	7/8	"	Bolts thro' the Bilge and Limber Strakes	7/8	"	Hold Beam	1	"
Floor Timber Bolts	1 1/8	"	Butt End Bolts	3/4	"	Deck Beam	1	"
Kelson ditto	1 1/8	"	Lower Pintle of the Rudder	2 1/2	"			
Transoms and throats of Hooks	1	"						
Arms of Hooks	1	"						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 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 3 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 feet

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

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

The Butts of the Timbers are quite close together; their thickness not less than 1/4 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 Red pine and the False Kelson of American oak

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

The Deck and Hold Beams are composed of Spruce & Red pine in good condition

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

From the first Foothook Heads to the Light Water Mark of Red pine

From the Light Water Mark to the Wales of Red pine

The Wales and Black-strakes are of Red pine 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 in good state State of good state

The Shifts of the Planking are not less than 6 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 Elm

The Ceiling, Lower Hold, of Red pine Between Decks of Red pine

Shelf Pieces of Red pine Clamps of Red pine

Fastenings.—To Hold Beams Four good pieces, Spruce & English oak

with eight Iron Hanging Nails at each side,

Deck Beams Four good pieces of oak to each beam, well bolted,

with four vertical Nails at each side reaching the floors & well bolted

Number of Breasthooks Three Pointers two Crutches two

Butts End Bolts are of 3/4 Iron in the Bottom, and Two Bolt in each Butt End through and clenched.

Bilge and Limber Strakes 3/4 well bolted bolted through and clenched. Treennails of Shackles & Oak

General Quality of Workmanship good in general

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

Builder's Signature — Surveyor's Signature —

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,	170	Chain	1 1/4	2	Bower,	all of the proper
2	Fore Top Sails,	90	Hempen Stream Cable	8	1	Stream,	weight
3	Fore Topmast Stay Sails,	—	Hawser	—	1	Kedge,	
2	Main Sails,	—	Towlines	—			
2	Main Top Sails,	70	Warp	4 1/2			
and well found in the Sails			All of	quality.			

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

She has one good Long Boat and a good Stern boat

The present state of the Windlass is Good Capstan Good and Rudder perfect in all its parts
N Klsn. & Sips 45

General Remarks—Statement and Date of Repairs.

This vessel has had a very good repair on patent ship at this port. All refastened with bolts & all newly treenailed all being several shifts of plank outside & inside. New bulwarks, planks in side & out of Elm, in long lengths of 50 feet. Some new floors, nearly all new sciling, 10 vertical iron pieces at each side to hold beams, with one bolt in the floors, 9 staple pieces, at each side to deck beams, all well fastened with inch bolts, new hold & deck beams clamps of red pine, and pitch pine, in long lengths, of fifty feet, all well bolted in every part, two extra iron breast hooks, two pointers, & two iron crutches, all the decks & deck frames re bolted, & every thing done that found necessary, all through the ship, new covering boards & waterways, new hangings to rudder, all her deck & deck frames are in perfect condition, breast hooks & transoms all good as the day she was launched, and is fit to take a cargo of any perishable goods to any part of the world.

If Sheathed, Doubled, Felted, or Coppered Copper bottom & all iron fastenings When last done

I am of opinion this Vessel should be Classed A. 1 for 4 years—

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

Special£ : :

Certificate (if required)£ : :

Committee's Minute 23 May 1848

Character assigned A. 1 Good repair



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