

No. 143 - Survey held at Westford  
on the Schooner Shamrock

Date April 21 1849

1849

Master

Daniel Roach

Tonnage 82 tons Built at Barnstable

When built In the year of 1838

Where built At Westford

Owners

Richard Devereux

Longing to Westford

Destined Voyage

Cardiff

Keel Afloat or in Dry Dock

Afloat

Classed 10 A and B

Loft 12 Liverpool Feet. Inches. 66 Extreme Breadth 16 Feet. Inches. Depth of Hold 9 Feet. Inches.

### Scantlings of Timber.

	Inches.	Inches.	Inches.
Space	22	Moulded	12 12
Side	10		
ooks.	9		8 8
ers			
ms N° 11	4 feet		4 1/2 4 1/2
ms N°	8 1/2		9 1/2
	14		19 19

### Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	2 1/2	Limber Strakes	3
Bilge Planks	5	Bilge Planks	1
Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
Wales	4 1/2	Ditto Bilge to Clamp	2 1/2
Topsides	2 1/2	Hold Beam Clamps	3
Sheer Strakes	3	Deck Beam Ditto	3
Plank Sheers	2 1/2	Ceiling 'twixt Decks	2 1/2
Water-Ways	4 1/2	Hold Beam Shelves	
Upper Deck	2 1/2	Deck Beam Ditto	

### Size of Bolts in Fastenings, distinguishing whether

Copper or Iron.	Inches.	Copper or Iron.	Inches.	Iron.	Inches.
Keel and Dead Wood abaft	1 1/2	Bolts thro' the Bilge and Limber Strakes	3/4	Hold Beam	
Keel	N°	Butt End Bolts	3/4	Deck Beam	3/4
er Bolts	1 1/2	Lower Pintle of the Rudder	2 1/2		
to	1				
and throats of Hooks	1				
ooks	7/8				

The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between

Top-timbers is 3/4 Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons,

ight Heads, Hawse Timbers, of English oak and are quite free from all defects.

ors and first Foothooks are composed of English oak Timber.

er Foothooks and Top Timbers of English oak

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

of the Shifts of the Frame are

me is squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the

is

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

ts of the Timbers are close together; their thickness not less than of the entire moulding at that place.

me is chocked with Butt at each end of the chock.

Kelson is composed of English oak and the False Kelson of

The Scarphs of the Kelsons are not less than 0 feet 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 Oak

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

From the Light Water Mark to the Wales of English oak

The Wales and Black-strakes are of English oak The Topsides of English oak

The Sheer-strakes and Plank-sheers of English oak The Water-ways of English oak

The Decks of Red pine State of very good condition

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 English oak the Bilge Planks of English oak

The Ceiling, Lower Hold, of English oak Between Decks of English oak

Shelf Pieces of Clamps of English oak

**Fastenings.**—To Hold Beams Four good oak Pieces of each Beam, each bolted,

with Four good Pieces from beams down to floorings well bolted,

Deck Beams

Number of Breasthooks 14 well bolted 7801 Pointers Crutches

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

ge and Limber Strakes 3/4 Copper bolted through and clenched. Treenails of English oak

eral Quality of Workmanship very good

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

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 <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
2	Fore Sails,	150	Chain .....	1 1/2	2	Bower,	all good & of long
1	Fore Top Sails,	70	Hempen Stream Cable .....	5 1/2	1	Stream,	weight
-	Fore Topmast Stay Sails,	-	Hawser .....	-	1	Kedge,	
1	Main Sails,	65	Towlines .....	4			
8 off - 1	Main Top Sails,	65	Warp .....	3			
	and well found in other		All of <u>Good</u> quality.				

Her Standing and Running Rigging Complete sufficient in size and very good in quality.

She has no Long Boat and fully Equipped

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

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

Having examined this vessel in every part  
I find her perfectly sound in every part—  
deck & deck frame, line ast-Hooks & transoms  
all perfect well bolted & fastened in every part,  
having, got a large repairs about two years back,  
all re-fastened, from keel to coaming, with bolts &  
trenails, with six Iron Plates all well bolted in every  
part, I consider her fit to take a cargo of dry &  
perishable goods to any part of the world.

There is no expense spared in keeping  
this main vessel in the best state of  
repair

If sheathed, doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed \_\_\_\_\_

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

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute 1<sup>st</sup> May 1849

Character assigned 1<sup>st</sup> May 1849



© 2021

Lloyd's Register  
Foundation