

No. 174 Survey held at Wesford Date 10th September 1851
on the Brig "Hoam" Master James Parker
Tonnage 127 Built at St John's, N.B. When built year of 1851
By whom built _____ Owners Messrs R. M. & R. Allen
Port belonging to Wesford Destined Voyage Gatatz
If Surveyed Afloat or in Dry Dock on the ground dry

Length aloft	Feet. 78	Inches.	Extreme Breadth	Feet. 19	Inches. 4	Depth of Hold	Feet. 11	Inches.
Scantlings of Timber.			Thickness of Plank.					
Room and Space	Inches. 24		Outside.			Inside.		
Floors	sided 13 1/2	Moulded	Keel to Bilge	Inches. 3		Limber Strakes	Inches. 9 1/2	
1st Foothooks	" 10 1/2	"	Bilge Planks	4 1/2		Bilge Planks	4	
2nd Ditto	"	"	Bilge to Wales	3		Ceiling in Flat	3	
3rd Ditto	"	"	Wales	4 1/2		Ditto Bilge to Clamp	3	
Top Timbers	" 9 1/2	"	Topsides	3		Hold Beam Clamps		
Deck Beams N° 13	Average Space } 4 feet	" 11	Sheer Strakes	4		Deck Beam Ditto		
Hold Beams N° 2	Average Space }	" 11	Plank Sheers	4		Ceiling 'twixt Decks	3	
Keel	" 11 1/2	"	Water-Ways	6		Hold Beam Shelves	4 1/2	
Kelsons	" 11 1/2	"	Upper Deck	2 1/2		Deck Beam Ditto	4 1/2	

Size of Bolts in Fastenings, distinguishing whether			Iron.		
Copper or Iron.			Iron.		
Heel-Knee, and Dead Wood abaft	Inches. 3/4	Iron	Hold Beam	Inches. 3/4	
Scarphs of Keel N° 2	3/4	Copper or Iron.	Deck Beam	3/4	
Floor Timber Bolts	1				
Kelson ditto	1				
Transoms and throats of Hooks	3/4				
Arms of Hooks	3/4				
		Bolts thro' the Bilge and Limber Strakes			
		Butt End Bolts			
		Lower Pintle of the Rudder			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, are composed of Black birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Spence and are quite free from all defects. The Floors and first Foothooks are composed of floor birch, & foothooks Spence Timber. The other Foothooks and Top Timbers of all Spence. The Shifts of the first and second Foothooks are not less than _____ N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are _____. The Frame is _____ squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is _____.

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

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

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

The Main Kelson is composed of Spence and the False Kelson of Black birch.

The Scarphs of the Kelsons are not less than 5 feet 6 inches.

The Deck and Hold Beams are composed of Spence of good description.

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

From the first Foothook Heads to the Light Water Mark of Spence.

From the Light Water Mark to the Wales of Spence.

The Wales and Black-strakes are of Spence The Topsides of Spence.

The Sheer-strakes and Plank-sheers of Spence The Water-ways of Spence.

The Decks of Spence State of new.

The Shifts of the Planking are not less than 6 Feet 6 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 Spence the Bilge Planks of Spence.

The Ceiling, Lower Hold, of Spence & birch Between Decks of Spence.

Shelf Pieces of Spence Clamps of Spence.

Fastenings.—To Hold Beams 4 good Spence pieces with arms 10 feet long

were bolted with 3/4 bolts & rivets

Deck Beams 4 good Spence pieces to each beam well bolted

with 3/4 bolts all well riveted & fastened in every part

Number of Breasthooks 3 well bolted 3/4 Pointers 2 Spence 3/4 Crutches 2 Spence 3/4 bolts

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

Bilge and Limber Strakes 3/4 bolts bolted through and clenched. Treennails of Hackmatack.

General Quality of Workmanship good.

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

Builder's Signature _____ Surveyor's Signature A. Deane

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
1	Fore Sails,	150	Chain	1	2	Bower,	510-0-0
1	Fore Top Sails,	70	Hempen Stream Cable	1	1	Stream,	9-0-0
1	Fore Topmast Stay Sails,	70	Hawser	8	1	Kedge,	3-0-0
2	Main Sails,		Towlines				2-2-12
2	Main Top Sails,	70	Warp	4			
and <i>some spare sail</i>			All of <i>new</i> quality.				

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

She has *one* *good* *boat* Long Boat and *one* *stern* *boat* *runder*

The present state of the Windlas is *Patent* Capstan *locks* and Rudder *good* Pumps *very good*

General Remarks—Statement and Date of Repairs.

This vessel has been built under inspection for the present owners, & is composed of very good material, & is remarkable well fastened & very good shift of plank, in side & out. Breast-hooks & transoms all well bolted in every part, bulge & lumber strakes, a bolt in every footlock & flooring head, through & round, & is a very good ship of the description—fully equipped with stores—

If Sheathed, Doubled, Felted, or Coppered _____

When last done _____

I am of opinion this Vessel should be Classed *N 4 year* from the present year

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

Special£ : :

Certificate (if required)£ : 5 : *The owner wishes to have a Certificate*

Committee's Minute *10th Sept 1857*

Character assigned *4th 1st 2nd*



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