

No. 175 Survey held at Wesford Date 2 January 1852  
on the Barque-Columbian Master Simoon  
Tonnage 466 Built at Wesford When built 19th December 1851  
By whom built M. Robert Sparrow Owners Eduard Bates  
Port belonging to Liverpool Destined Voyage Liverpool  
f Surveyed Afloat or in Dry Dock See Liverpool Letter 3/3/52

Length aloft		Extreme Breadth		Depth of Hold	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
24		26	6	19	
Thickness of Plank.					
Scantlings of Timber.			Outside.		
Room and Space			Limber Strakes		
Floors	sided 30	Moulded 15 11	Keel to Bilge	3 1/2	1 1/4
1st Foothooks	11	15 10	Bilge Planks	5	4 1/4
2nd Ditto	11	11 4	Bilge to Wales	11	3
3rd Ditto	11	10 8	Wales	5	4 1/2
Top Timbers	9	7 9	Topsides	3 1/4	4 1/4
Deck Beams N° 25	Average Space 4 1/2	10	Sheer Strakes	11	4 1/4
Hold Beams N° 15	Average Space 4 1/2	13	Plank Sheers	11	3
Keel	9 1/4	14 1/2	Water-Ways	3	11 6 1/2 x 11
Kelsons	9 1/4	14 1/2	Upper Deck	3	11 6 1/2 x 11

Size of Bolts in Fastenings, distinguishing whether		Iron.	
Copper or Iron.		Inches.	
Heel-Knee, and Dead Wood abaft	1 1/2	Hold Beam	1 1/4
Scarphs of Keel	1 1/2	Deck Beam	1 1/2
Floor Timber Bolts	1 1/4		
Kelson ditto	1 1/4		
Transoms and throats of Hooks	1 1/2		
Arms of Hooks	1 1/2		

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is two 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. Timber.  
The Floors and first Foothooks are composed of English Oak  
The other Foothooks and Top Timbers of English Oak  
The Shifts of the first and second Foothooks are not less than five feet N. B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are one smaller than  
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 & free from sap N. B. If not, state how bolted.  
The alternate Frames are all bolted together.  
The Butts of the Timbers are quite close together; their thickness not less than half 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 white oak and the False Kelson of American white oak  
The Scarphs of the Kelsons are not less than 8 feet inches.  
The Deck and Hold Beams are composed of English oak (Deck beams, lower hold English & green heart)

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Pitch pine  
From the first Foothook Heads to the Light Water Mark of Pitch pine  
From the Light Water Mark to the Wales of Green heart  
The Wales and Black-strakes are of Green heart The Topsides of Pitch pine  
The Sheer-strakes and Plank-sheers of Green heart The Water-ways of Red pine & English Oak  
The Decks of White pine State of new  
The Shifts of the Planking are not less than 7 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 3rd 2nd & 1st between

**Planking Inside.**—The Limber-strakes are composed of American white oak the Bilge Planks of American W. oak  
The Ceiling, Lower Hold, of American white oak Between Decks of Pitch pine  
Shelf Pieces of American oak Clamps of American oak  
**Fastenings.**—To Hold Beams Patent iron fastenings, with four bolts through each  
End of beam, four bolts through the sides of beam & clamped 9 pair of  
Deck Beams all staple pieces are well bolted with 1 1/4 Iron bolts, 12 pair  
Staple pieces between decks are well bolted & riveted say 8 pair  
Number of Breasthooks 6 Pointers 2 Iron pointers Crutches 7 Iron crutches  
Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.  
Bilge and Limber Strakes 1/8 Copper bolted through and clenched. Treenails of Pitch pine & English oak  
General Quality of Workmanship very good in every part

We certify that the preceding is a correct description of the above-named Vessel,  
Builder's Signature Robert Sparrow Surveyor's Signature R. Devereux



Her Masts, Yards, &c. are in new condition, and sufficient in size and length. complete in spars

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 Windlas is patent Capstan pitch and Rudder new Pumps new

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

The Frame of this vessel, throughout is of sound good English oak, well rough & shifted. The quality of the plank is all good throughout being well rough & shifted, clear of sap, or defect, commenced building in 1849 & launched in 1851 November the 10<sup>th</sup> and has been reported three times during that period, has been surveyed by Mr. Lussell when in frame, & since by Mr. Adams, of Cork, & being much approved of, this vessel's frame when put up was intended for a twelve years grade, this vessel is remarkable well fast in every part, & her timber & plank is of the best description - Her general appearance is fine & substantial throughout.

This vessel has been taken to Spool, by tug steamer for sale scale & spars

The trimails are pitch pine through the outside pitch pine plank, this extends from Bidge to Wale, they are English Oak in the bales & black throats, there are pitch pine in the pitch pine to sides. I find the description & measurements nearly correct where there is any alteration I have noted it in green the shifts of the outside plank where there are two throats between an very short say 1.6 to 2 1/2 & 2 1/2 6"

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

I am of opinion this Vessel should be Classed A 9 years from Jan 1852

The Amount of the Fee ..... £ 5 : : is received by me.

Special ..... £ : :

Certificate (if required) ..... £ : 10 : Rec'd Ld 3/3/52

Committee's Minute 9th Jan 1852

Character assigned 11 March 1852

27th  
1851

Wm L. Perry  
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