

No. 831 Survey held at Glasgow Date 19th February 1840
on the New Schooner "Sarah" Bertram Master Nathaniel May
Tonnage 104 t. m. Built at Glasgow When built 3^d February 1810
By whom built Robert Shute & Co. Owners William Sloan
Port belonging to Glasgow Destined Voyage Glyde to Bristol
If Surveyed Afloat or in Dry Dock on Stocks

Length aloft 68 ^{Feet.} 30 ^{Inches.} Extreme Breadth 15 ^{Feet.} 6 ^{Inches.} Depth of Hold 11 ^{Feet.} 20 ^{Inches.}

Scantlings of Timber.

Timber and Space.....	each	Inches.	Inches Middle	Inches Ends
Floors.....	sided	<u>4 1/2</u>	<u>9</u>	<u>"</u>
1 st Foothooks.....	"	<u>4</u>	<u>1 1/2</u>	<u>"</u>
2 nd Ditto.....	"	<u>4 1/2</u>	<u>1 1/2</u>	<u>"</u>
3 rd Ditto.....	"	<u>4</u>	<u>5 1/2</u>	<u>"</u>
Top Timbers.....	"	<u>5 1/2</u>	<u>5</u>	<u>1 1/2</u>
Deck BeamsN°. of <u>15</u>	"	<u>8</u>	<u>8</u>	<u>6</u>
Hold BeamsN°. of <u>0</u>	"	<u>9</u>	<u>9</u>	<u>7</u>
Keel.....	"	<u>11</u>	<u>13</u>	<u>8</u>
Kelsons.....	"	<u>11</u>	<u>12 1/2</u>	<u>3 1/2</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>2 1/2</u>	Foot Waling.....	<u>3</u>
Bilge Planks.....	<u>3 1/2</u>	Bilge Planks.....	<u>3 1/2</u>
Bilge to Wales.....	<u>2 1/2</u>	Ceiling in Flat.....	<u>2 1/2</u>
Wales.....	<u>3 3/4</u>	Ditto Bilge to Clamp.....	<u>2 1/4</u>
Topsides.....	<u>2 1/4</u>	Hold Beam Clamps.....	<u>1 1/2</u>
Sheer Strakes.....	<u>2 3/4</u>	Deck Beam Ditto.....	<u>2 3/4</u>
Plank Sheers.....	<u>2 2</u>	Ceiling 'twixt Decks.....	<u>2 1/4</u>
Water-Ways.....	<u>4 1/2</u>	Hold Beam Shelves.....	<u>—</u>
Upper Deck.....	<u>2 1/2</u>	Deck Beam Ditto.....	<u>3 1/2 + 10 1/2</u>

Copper.

Heel-Knee, and Dead Wood abaft.....	<u>7 1/2</u>
Scarpns of Keel.....N°. of.....	<u>3</u>
Floor Timber Bolts.....	<u>7</u>
Kelson ditto.....	<u>7</u>
Transoms and throats of Hooks.....	<u>8</u>
Arms of Hooks.....	<u>4</u>

Size of Bolts in Fastenings.

Copper.

Bolts thro' the Bilge and Foot Waling.....	<u>3</u>
Butt End Bolts.....	<u>5</u>
Lower Pintle of the Rudder.....	<u>2 1/2</u>

Iron.

Hold Beam.....	<u>2</u>
Deck Beam.....	<u>2 1/4</u>
same in Iron above the Copper.....	<u>7</u>

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 4 1/2 Inches. The Space between the Top-timbers is 2 to 3 1/2 Inches. The Stem, Stern Post, are composed of British African oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British African oak and are — free from all defects. The Floors and first Foothooks are composed of British oak Timber. The other Foothooks and Top Timbers of British oak. The Shifts of the first and second Foothooks are not less than 3 ft. 3 in. to 3 ft. 6 in. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good. The Frame is all well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is all well squared. 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 3 1/2 of the entire moulding at that place. The Frame is well chocked with no Butt at each end of the chock. The Main Kelson is composed of American oak and the False Kelson of American oak. The Scarpns of the Kelsons are not less than 6 feet — inches. The Deck and Hold Beams are composed of British oak.

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 elm. From the Light Water Mark to the Wales of Red Pine and Piled Pine. The Wales and Black-strakes are of American oak. The Topsides of American oak. The Sheer-strakes and Plank-sheers of American oak. The Water-ways of Red Pine. The Decks of Yellow Pine. State of New. The Shifts of the Planking are not less than 10 1/2 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 two and three 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 American oak. Shelf Pieces of American oak Clamps of American oak.

Fastenings.—To Hold Beams double lagging knees British oak and stout clamp. Deck Beams double lagging knees British oak and stout clamp. Number of Breasthooks four Pointers — Crutches —. Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Footwaling Copper bolted through and clenched. General Quality of Workmanship Good.

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

Builder's Name —
Surveyor's Name John R. Cunningham

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 .
Fore Sails,	150	Chain	2
Fore Top Sails,	95	Hempen Stream Cable	1
Fore Topmast Stay Sails,	95	Hawser	1
Main Sails,	95	Towlines	4
Main Top Sails,	45	Warp	16
and full suit of new sails with storm sails, and staysail gear		All of <u>good</u> quality.	

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

She has one Long Boat and

The present state of the Windlass is good Capstan double much good and Rudder good

General Remarks—Statement and Date of Repairs.

Laid on in April 1839, and Launched 2^d February 1840, Surveyed at the three prescribed periods, and at other times. Specially, while Building, Frame all English and Welsh oak of good quality, and well squared. Planks of timber good, built wholly in frame, keel, throat, and full bottom; Planking and Seaming as on other side, of good quality, well wrought, and shifted two and three between, three mostly, and where two is wrought the butt is not on same timber, number of Beams, and fastenings as described. Bilge, and Butt Copper bolted through and clinched on rings, Nelson bolts Copper, through each floor, and clinched on rings on main deck. She is well finished, and her stores and furnishings are of a good description.
Special Purvey Post 27th Feb.

If Sheathed, Doubled, Felted, or Coppered Single Bottom and When last done Copper fastened

I am of opinion this Vessel should be Classed SA 1

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

Special£ 7 : 7 : "

John R. Channing

Committee's Minute 1st May 1840

Character assigned A 1 for S. Year



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