

No. 137 Survey held at Cork Date May 25 1837 137
 on the Schooner Wild Irish Girl Master Hooker
 Tonnage 197 ^{13/4} / 3500 Built at Cork When built 1837
 By whom built John Knight Owners Hooker & Co.
 Port belonging to Cork Destined Voyage Liverpool
 If Surveyed Afloat or in Dry Dock On the Stocks while Building

Length aloft..... 91 ^{Feet.} 0 ^{Inches.} Extreme Breadth 23 ^{Feet.} 4 ^{Inches.} Depth of Hold 14 ^{Feet.} 0 ^{Inches.}

Scantlings of Timber.

Timber and Space.....	each	inches	Middle	Ends
Floors.....	sided	<u>12</u>	<u>15</u>	<u>12</u>
1 st Foothooks.....	"	<u>10</u>	<u>12</u>	<u>10</u>
2 nd Ditto.....	"	<u>10</u>	<u>9</u>	<u>8</u>
3 rd Ditto.....	"	<u>10</u>	<u>9</u>	<u>8</u>
Top Timbers.....	"	<u>4</u>	<u>7</u>	<u>6</u>
Deck Beams.....	Number of	<u>12</u>	<u>10</u>	
Hold Beams.....	Dq. Do.	<u>12</u>	<u>11</u>	
Keel.....	"	<u>12</u>	<u>14</u>	
Kelsons.....	"	<u>12</u>	<u>13</u>	

Thickness of Plank.

Outside.	inches.	Inside.	inches.
Keel to Bilge.....	<u>3</u>	Foot Waling.....	
Bilge Planks.....	<u>4</u>	Bilge Planks.....	<u>4</u>
Bilge to Wales.....	<u>2 1/2</u>	Ceiling in Flat.....	<u>3</u>
Wales.....	<u>4</u>	Ditto Bilge to Clamp.....	<u>2 1/2</u>
Topsides.....	<u>2 1/2</u>	Hold Beam Clamps.....	<u>3 1/2</u>
Sheer Strakes.....	<u>3</u>	Deck Beam Ditto.....	<u>3 1/2</u>
Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>2</u>
Water-ways.....	<u>4</u>	Hold Beam Shelves.....	<u>5</u>
Upper Deck.....	<u>2 1/2</u>	Deck Beam ditto.....	<u>4</u>

Copper.

Heel-Knee, and Dead Wood abaft.....	<u>1</u>
Scarphs of Keel.....	N ^o . <u>10</u>
Floor Timber Bolts.....	<u>7/8</u>
Kelson ditto.....	<u>1</u>
Transoms and throats of Hooks.....	<u>7/8</u>
Arms of Hooks.....	<u>7/8</u>

Size of Bolts in Fastenings.

Copper.	inches.	Iron.	inches.
Bolts thro' the Bilge and Foot Waling.....	<u>7/8</u>	Hold Beam.....	<u>1</u>
Butt End Bolts.....	<u>3/4</u>	Deck Beam.....	<u>7/8</u>
Lower Pintle of the Rudder.....	<u>2 1/2</u>		
		same in Iron above the Copper.....	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Two Inches. The Space between the Top-timbers is Three Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Irish Oak and are free from all defects.

Her Floors and first Foothooks are composed of Irish Oak Timber.

Her other Foothooks and Top Timbers of do do

Her Shifts of the first and second Foothooks are not less than 5 feet N.B. When reported by you less than the prescribed Rule, then state how many

The rest of the Shifts of the Frame are 5 feet

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

The alternate Frames are all bolted together.

The Butts of the Timbers are all close together; their thickness not less than 2 1/2 of the entire moulding at that place.

The Frame is well chocked with Two Butts at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of African Oak

The Scarphs of the Kelsons are not less than 8 feet — inches.

The Deck and Hold Beams are composed of African Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Elm

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

From the Light Water Mark to the Wales of do do

The Wales and Black-strakes are of African English Oak

The Topsides of English Oak

The Sheer-strakes of English Oak Decks, and state of, Red Pine

The Gunwales of do do Water-ways of English Oak

The Shifts of the Planking are not less than 9 Feet — Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of English Oak The Planking is wrought between, the Stringers of English Oak

The Bilge Planks of English Oak and the remainder of the Ceiling of do do

Fastenings.—To Hold Beams Iron knees

Deck Beams Irish Oak knees

Number of Breasthooks Five Pointers — Crutches —

End Bolts are of Copper in the Bottom, and Two Bolt in each Butt End through and clenched.

and Footwaling Copper bolted through and clenched.

Qual Quality of Workmanship Particularly Good

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

Builder's Name John Knight

Surveyor's Name Robert

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

She has SAILS.

CABLES, &c.

ANCHORS.

and particularly well found in rigging

No.		Fathoms.		Inches.	No.	
2	Fore Sails,	180	Chain	1 1/4	2	Bower,
2	Fore Top Sails,	80	Chain Stream Cable	3/4	1	Stream,
2	Fore Topmast Stay Sails,	90	Hawser	6	2	Kedge,
1	Main Sails,	100	Towlines	4		All of proper weight.
	Main Top Sails,	80	Warp	3 1/2		

and 2 Gaff Topsails

Her Standing and Running Rigging is All new sufficient in size and the Best in quality.

She has One Long Boat and finnaced & jolly Boat

The present state of the Windlass is patent Capstan and Rudder good

General Remarks—Statement and Date of Repairs.

*This vessel has been built Specia Up for,
and under the Inspection of, the Owners =
and is remarkably well built and no expense
spared in fitting her out. She is more
like a Gentlemans Yacht than a Merchant
vessel*

If Sheathed, ~~Doubled, or Patched,~~ papered & Coppered with heavy Copper to Wales
and Date when last done May 1837

And I am of opinion this Vessel should be Classed A 1 for 12 years

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

and for Certificate 0 : 10 : 0

Committee Minute

Character assigned

1 June 1837

A 1 for 12 years



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