

Re 7 Oct 526

No. 526 Survey held at Cork Date 31<sup>st</sup> January 1845  
on the Brigantine "Joseph" Master William, L. Parker  
Tonnage 149 Built at Cork When built 23 December 1844  
By whom built Joseph Wheeler Owners Simon Hardy Sons  
Port belonging to Cork Destined Voyage Barbadoes  
If Surveyed Afloat or in Dry Dock White Building

Length aloft .....		Feet. Inches.	Extreme Breadth .....		Feet. Inches.	Depth of Hold .....		Feet. Inches.	
		56 7			19 "			12 2	
<b>Scantlings of Timber.</b>				<b>Thickness of Plank.</b>					
		Inches.	Inches.	Inches.	<b>Outside.</b>		<b>Inside.</b>		
Timber and Space.....		each	19		Keel to Bilge .....		Foot Waling .....		
Floors.....		sided	9	Moulded	9 1/4 7 1/2	Bilge Planks .....		Bilge Planks .....	
1 <sup>st</sup> Foothooks.....		"	7 1/2	"	7 1/2 6 1/2	Bilge to Wales .....		Ceiling in Flat .....	
2 <sup>nd</sup> Ditto.....		"	7	"	6 1/2 6	Wales .....		Ditto Bilge to Clamp .....	
3 <sup>rd</sup> Ditto.....		"	6 1/2	"	6 5 1/2	Topside .....		Hold Beam Clamps .....	
Top Timbers .....		"	6	"	5 1/2 4 1/2	Sheer Strakes .....		Deck Beam Ditto.....	
Deck Beams ....N <sup>o</sup> . of 19		"	7 1/2	"	8 5 1/2	Plank Sheers.....		Ceiling 'twixt Decks .....	
Hold Beams ....N <sup>o</sup> . of 8		"	9	"	9 7	Water-Ways .....		Hold Beam Shelves .....	
Keel .....		"	10	"	10 "	Upper Deck .....		Deck Beam Ditto.....	
Kelsons .....		"	10 1/2	"	16 "				
				<b>Size of Bolts in Fastenings.</b>					
		Inches.			Inches.	<b>Iron.</b>			
<b>Copper.</b>			<b>Copper.</b>						
Heel-Knee, and Dead Wood abaft .....		1 1/8	Bolts thro' the Bilge and Foot Waling .....		3/4	Hold Beam .....		1	
Scarphs of Keel.....N <sup>o</sup> . 6 Bolts		3/4	Butt End Bolts .....		3/8	Deck Beam .....		3/8	
Floor Timber Bolts .....		1	Lower Pintle of the Rudder .....		2 3/8				
Kelson ditto .....		1							
Transoms and throats of Hooks .....		1				same in Iron above the Copper.....		1 1/8	
Arms of Hooks .....		7/8							

**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, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are quite free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 3 feet 6 inches N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are from 3 feet 6 inches to 5 feet. The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is well square. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are quite close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is well choiced with a Butt at each end of the chock. The Main Kelson is composed of English Oak and the False Kelson of American White Oak. The Scarphs of the Kelsons are not less than four feet seven 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 American Elm. From the first Foothook Heads to the Light Water Mark of American White 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 Pitch Pine (solid). The Decks of Yellow Pine. State of very good. The Shifts of the Planking are not less than five 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 very well 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 English Oak. Clamps of English Oak.

**Fastenings.**—To Hold Beams Horizontal Iron Knives on both sides. Deck Beams Bolted to shelf, Horizontal Iron Staples between & Fine Diagonal Iron Knives under on each side. Number of Breasthooks four Pointers one pair. Crutches one. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling Copper bolted through and clenched. General Quality of Workmanship is unexceptionably good.

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

Builder's Name W. M. Parker  
Surveyor's Name George Wright



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	2	Bower, <u>3. 14 8 7. 1. 26</u>
2	Fore Top Sails,	50	<del>Hemp</del> Stream Cable .....	2 1/4	1	Stream, <u>2. 1. 8</u>
2	Fore Topmast Stay Sails,		Hawser .....		1	Kedge, <u>1. 0. 0</u>
1	Main Sails,	80	Towlines .....	6 1/2		
1	Main Top Sails,	90	Warp .....	4		
	and <u>all of best Corkin</u>		All of <u>good</u> quality.			

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

She has one Long Boat and

The present state of the Windlass is good Capstan Winch and Rudder very good  
Dr. Patent Patent

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

*I consider this vessel to be one of the Best ever  
Launched from this yard, and is very greatly admired*

If Sheathed, Doubled, Felted, or Coppered Coppered and Laid When last done January 1845

I am of opinion this Vessel should be Classed 11 for 12 years

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,  
Certificate 5 : 0  
Special .....£ : :

Committee's Minute 184

Character assigned

*George Wright*  
*Surveyor*

*For Com. Minute*  
*See Cork No. 530*

*Classed 12 A*

*Date of Survey 1845*  
*Signature of the Surveyor*  
Lloyd's Register  
Foundation