

No. 634 Survey held at Cork Date 17th April 1847
on the Brig "Free Trader" Master James Beatty
Tonnage 409 Built at Cork When built 19th April 1847
By whom built Stephen R. Hickson Owners James Scott & Co
Port belonging to Cork Destined Voyage New York
If Surveyed Afloat or in Dry Dock While Building

Length aloft 104 ^{Feet.} 1 ^{Inches.} Extreme Breadth 25 ^{Feet.} 2 ^{Inches.} Depth of Hold 18 ^{Feet.} 1 ^{Inches.}

Scantlings of Timber.

	Inches.	Inches.	Inches.
Timber and Space..... each	26	Moulded	11 1/2 10 1/4
Floors..... sided	12		
1 st Foothooks..... "	10 1/2	"	10 1/2 9 3/4
2 nd Ditto..... "	9 1/2	"	9 3/4 8 3/4
3 rd Ditto..... "	9	"	8 3/4 7 1/4
Top Timbers..... "	9	"	7 1/4 5 1/2
Deck Beams N ^o <u>22</u> Average Space } <u>4 feet</u>	9	"	8 1/2 6 1/4
Hold Beams N ^o <u>15</u> Average Space } <u>4 feet 8 inches</u>	11	"	11 1/2 8 1/2
Keel..... "	12	"	10 "
Kelsons..... "	13	"	21 "

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	3 1/4	Foot Waling.....	3 1/2
Bilge Planks.....	1	Bilge Planks.....	4 1/4
Bilge to Wales.....	3 1/4	Ceiling in Flat.....	2 1/4
Wales.....	4 1/2	Ditto Bilge to Clamp.....	2 3/4
Topsides.....	3	Hold Beam Clamps.....	5
Sheer Strakes.....	3 1/4	Deck Beam Ditto.....	3 1/2
Plank Sheers.....	3 1/2	Ceiling 'twixt Decks.....	2 1/2
Water-Ways.....	5	Hold Beam Shelves.....	"
Lower Deck.....	5	Deck Beam Ditto.....	10
Upper Deck.....	3 1/4		

Size of Bolts in Fastenings, distinguishing whether

Copper or Iron.	Inches.	Copper or Iron.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	1 1/4	Bolts thro' the Bilge and Foot Waling.....	7/8 3/4	Hold Beam.....	1
Scarp of Keel..... N ^o <u>8</u> Bolts	1	Butt End Bolts.....	3/4	Deck Beam.....	1/8
Floor Timber Bolts.....	1 1/8	Lower Pintle of the Rudder.....	3/4		
Kelson ditto.....	1 1/8				
Transoms and throats of Hooks.....	1 1/8				
Arms of Hooks.....	1 1/4				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is four 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 1/2 Inches to 4 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 feet 6 inches to 4 feet 6 inches

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

The alternate Frames are all bolted together, and all Foothooks Bolted to the Frame 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 chocked with a Butt at each end of the chock.

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

The Scarphs of the Kelsons are not less than six feet three inches.

The Deck and Hold Beams are composed of James English Oak & Mahogany to the all Mahogany = wooden

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 and one Plank of Mahogany

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 English Oak

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 three Planks 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 Sawtoothed & Bolted to Clamps, Iron Pins & Staple Pins between and Eight Pair of Iron Pins under

Deck Beams Sawtoothed to Chocks, Iron Staple Pins between and Ten Pair of Diagonal Iron Pins under

Number of Breasthooks Four Iron to each Pointers two Pair Crutches one

Butts End Bolts are of lipped & Milled in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling lapped bolted through and clenched, in the latter, two 7/8 Iron Bolts in each Flare

General Quality of Workmanship is pretty good, and neatly finished

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

Builder's Signature Stephen R. Hickson Surveyor's Signature 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 ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	240	Chain <u>tested to bear 25 tons</u>	1 1/4	3	Bower, <u>19-0-3, 18-3-27 & 16-0-3</u>
1	Fore Top Sails,		Hempen Stream Cable		1	Stream, <u>6-2-14</u>
2	Fore Topmast Stay Sails,	90	Hawser	9	2	Kedge, <u>2-0-16 & 1-5-24</u>
1	Main Sails,	90	Towlines	6		
2	Main Top Sails,	90	Warp	5		
and <u>all of Best Canvas</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 one Pinnace and Sloop

The present state of the Windlass is very good Capstan Double Winch and Rudder good
T. & D. Patent Patent

General Remarks—Statement and Date of Repairs.

This vessel was intended for a 12 year ship, and when Mr. Lewis was here had in, the Hold Beams which were not fit for the vessel also some Deck Beams, and Planks outside which were badly worked, several Treails coming through the seams & time then I have had all the Hold & Deck Beams taken out, and replaced with Honduras Mahogany straight and well squared, also, not only the objectionable planks then seen, but a great many others which split & broke in the working amounting altogether to about sixty Planks, and I do think those took away all that were objectionable, I consider she has a very excellent Frame of Timber and it was well seasoned before the Planks were put on, but yet there are some objections viz the Iron knees are not well joined to the Beams & sides, some others let into the Ceiling Planks nearly half an Inch, some of the Thorough Bolts not so well headed as they might be, some of the Planking not quite so well finished as I could wish some other trifling things not amounting to defects but in their finishing, Yet she is in every other respects a strong Built and a good vessel, has a complete tray Deck laid of 3 inch well caulked, Wood Stations properly fixed to the Hold Beams, and Iron in the tray Deck.

If Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed 11 years

The Amount of the Fee.....£ 4 : 0 : 0 is received by me,

Expenses & Specials£ 20 : 0 : 0

Certificate (if required)£ : 10 : 0

Committee's Minute

Character assigned

27th April 1847

George Wright
Surveyor



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