

No. 269 Survey held at Dublin Date 14th March 1840
on the Barge "Leonard Dobbin" Master W^m Carpenter
Tonnage 611 Built at Lubeck When built 1737
By whom built Tho^s Oliver Owners Messrs W^m D. Brook & A. T. Brook
Port belonging to Dublin Destined Voyage To Liverpool & Bombay
If Surveyed Afloat or in Dry Dock Dry Dock

Length aloft	Feet. 121 Inches. 3 10	Extreme Breadth	Feet. 29 Inches. 5 10	Depth of Hold	Feet. 20 Inches. 7	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each 27	Inches. Middle 23 Ends 23	Outside.	Inches.	Inside.	Inches.
Floors.....	sided 13 1/2	Moulded	Keel to Bilge	4	Foot Waling	5
1 st Foothooks.....	" 13	"	Bilge Planks	5	Bilge Planks	5
2 nd Ditto.....	"	"	Bilge to Wales	4	Ceiling in Flat	4
3 rd Ditto.....	" 11	" 10 1/2	Wales	6	Ditto Bilge to Clamp	4
Top Timbers	" 10	" 9	Topsides	4	Hold Beam Clamps	6
Deck BeamsN°. of 21	" 13	" 12 10	Sheer Strakes	5	Deck Beam Ditto.....	4 1/2
Hold BeamsN°. of 17	" 13	" 13 11	Plank Sheers.....	4	Ceiling 'twixt Decks	3 3/4
Keel	"	"	Water-Ways.....	15 12 1/2	Hold Beam Shelves	8 x 15
Kelsons	"	"	Upper Deck	4	Deck Beam Ditto.....	7 x 15

Copper.
Heel-Knee, and Dead Wood abaft
Scarphs of Keel N^o. 8
Floor Timber Bolts
Kelson ditto
Transoms and throats of Hooks
Arms of Hooks

Size of Bolts in Fastenings.

Copper.

Bolts thro' the Bilge and Foot Waling
Butt End Bolts
Lower Pintle of the Rudder

Iron.

Hold Beam
Deck Beam

same in Iron above the Copper

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Close Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, are composed of Lubeck Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Lubeck Oak and are free from all defects.

The Floors and first Foothooks are composed of 11th - 11th Timber.

The other Foothooks and Top Timbers of 11th - 11th

The Shifts of the first and second Foothooks are not less than fourteen N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are fourteen

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

The alternate Frames are well bolted together. N. B. If not, state how bolted. Span informed the is built with the timbers all framed

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

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

The Main Kelson is composed of Lubeck Oak and the False Kelson of 11th Oak

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

The Deck and Hold Beams are composed of Lubeck Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Lubeck Elm

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

From the Light Water Mark to the Wales of 11th - 11th

The Wales and Black-strakes are of 11th - 11th The Topsides of 11th Oak

The Sheer-strakes and Plank-sheers of 11th - 11th The Water-ways of 11th - 11th

The Decks of Yellow Pine State of very good

The Shifts of the Planking are not less than 5 Feet 6 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 between

Planking Inside.—The Limber-strakes are composed of Lubeck Elm the Bilge Planks of 11th - 11th

The Ceiling, Lower Hold, of 3 Strakes Elm the top Between Decks of Oak & Pitch Pine

Shelf Pieces of Red Pine Clamps of Oak

Fastenings.—To Hold Beams double Tamarack Knives stingers & iron keels

Deck Beams 11th three 7 iron knives at ea side 5 of them staple Knives

Number of Breasthooks five Pointers 2 at ea side now 12 Crutches none

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

Bilge and Footwaling 11th bolted through and clenched.

General Quality of Workmanship of the best

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

Builder's Name

Surveyor's Name Robt. Martin

Her Masts, Yards, &c. are in the best 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, — 1 new	135	Chain	3	Bower,	
2	Fore Top Sails, 1 new	75	Chain	1	Stream,	
2	Fore Topmast Stay Sails, 1 new	95	Hempen Stream Cable	1	Kedge,	
2	Main Sails, — 1 new	100	Hawser			
3	Main Top Sails, 1 d ^o	100	Towlines			
and very well found in other Sails			Warp			
			All of ——— quality.			

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

She has one Long Boat and 1 Shift & 1 Gig

The present state of the Windlass is Good Capstan Good and Rudder Good in all its appendages

General Remarks—Statement and Date of Repairs.

This Vessel was built for the present Owners under the direction & inspection of Mr. Brook Jun^r who went on for that purpose and spared no expense to make her a very strong Vessel, she is well bound with Riders round the Bows at the ends of the Breast Hooks and very well secured aft with Transom Knees & Riders at each side, and well bolted through the deadwood with copper Bolts & Clinch.

She has just come out of the dry Dock, has been well bound with Bilge Riders fore & aft at each side & fore Knees under the Hold Beams as described in Page 18 Section 62, Caulked from Keel to Gunwales, and sheathed with 26-24 & 22 oz Yellow Metal on the skin up to the 13 feet mark.

She has got 35 fathoms added to each Bower Chain cable 75 fathoms of $\frac{3}{8}$ Stream chain and one spare Bower anchor and equal quantity of new running Rigging.

In the spring of 1838 she was dismasted and put into the Cove of Cork, and refitted with all new spars Rigging & sails at present she has got several new sails.

I consider her now in perfect order and am of opinion is fit to carry a dry & perishable cargo to any Port of the World.

I understand the Vessel's frame was well salted while building and has now been opened between the Stentions and about one ton of salt divided down amongst the timbers.

If Sheathed, Doubled, Felted, or Coppered with 4" Metal on the skin When last done March 1840

I am of opinion this Vessel should be Classed 7 years A. 1.

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

Special£ : :

Committee's Minute 27th March 1840

Character assigned A 1 for 6 years

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