

No. 355 Survey held at Limerick Date 30th January 1847
on the Schooner Brenna Master William Dancy
Tonnage 127 Built at Sydney, Cape Breton When built 1842
By whom built _____ Owners William Wrightson, Laurence & Co
Port belonging to Leam Destined Voyage Uncertain
If Surveyed Afloat or in Dry Dock On a Hard

Length aloft	Feet. <u>75</u> Inches.	Extreme Breadth	Feet. <u>19</u> Inches.	Depth of Hold	Feet. <u>11</u> Inches.
Scantlings of Timber.			Thickness of Plank.		
Timber and Space	each <u>21</u>				
Floors	sided <u>10</u>	Moulded <u>12</u> <u>10 1/2</u>	Outside.	Inside.	Inches.
1st Foothooks	<u>10</u>	<u>11 1/2</u> <u>5</u>	Keel to Bilge	Foot Waling	<u>2 1/2</u>
2nd Ditto	<u>9 1/2</u>	<u>9 1/2</u> <u>8</u>	Bilge Planks	Bilge Planks	<u>3 1/2</u>
3rd Ditto	<u>8 1/2</u>	<u>8 1/2</u> <u>7 1/2</u>	Bilge to Wales	Ceiling in Flat	<u>2 1/2</u>
Top Timbers	<u>8 1/2</u>	<u>7 1/2</u> <u>6 1/2</u>	Wales	Ditto Bilge to Clamp	<u>2</u>
Deck Beams N° <u>17</u>	Average space <u>3 feet 6 inches</u>	<u>9</u>	Topsides	Hold Beam Clamps	<u>3 1/2</u>
Hold Beams N° <u>6</u>	Average space <u>10 feet</u>	<u>9</u>	Sheer Strakes	Deck Beam Ditto	<u>3</u>
Keel	<u>9</u>	<u>9</u> <u>8</u>	Plank Sheers	Ceiling 'twixt Decks	<u>2</u>
Kelsons	<u>8 1/2</u>	<u>12</u> <u>10</u>	Water-Ways	Hold Beam Shelves	<u>6</u>
			Upper Deck	Deck Beam Ditto	<u>5</u>
Size of Bolts in Fastenings, distinguishing whether			Iron.		
Copper or Iron.			Iron.		
Heel-Knee, and Dead Wood abaft	<u>Iron</u>		Bolts thro' the Bilge and Foot Waling	Hold Beam	<u>3/4</u>
Scarphs of Keel	N° <u>1</u>		Butt End Bolts	Deck Beam	<u>3/4</u>
Floor Timber Bolts	<u>Iron</u>		Lower Pintle of the Rudder		<u>3/4</u>
Kelson ditto	<u>Iron</u>				
Transoms and throats of Hooks	<u>Iron</u>				
Arms of Hooks	<u>1/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of Black Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Black Birch and Blackmatack and are quite free from all defects. The Floors and first Foothooks are composed of Black Birch and cloured excellent Timber. The other Foothooks and Top Timbers of Blackmatack. The Shifts of the first and second Foothooks are not less than not clear N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are have not been clear. The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is as far as could be clear quite cloured and well squared. The alternate Frames are _____ bolted together. N. B. If not, state how bolted. The Butts of the Timbers are _____ close together; their thickness not less than _____ of the entire moulding at that place. The Frame is _____ chocked with _____ Butt at each end of the chock. The Main Kelson is composed of Juniper and the False Kelson of Black Birch. The Scarphs of the Kelsons are not less than six feet _____ inches. The Deck and Hold Beams are composed of Blackmatack except four Black Birch, two upper Deck, two Lower. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Black Birch. From the first Foothook Heads to the Light Water Mark of Black Birch. From the Light Water Mark to the Wales of Black Birch. The Wales and Black-strakes are of Red Pine and Blackmatack. The Topsides of _____. The Sheer-strakes and Plank-sheers of Red Pine. The Water-ways of Red Pine. The Decks of Yellow Pine. State of _____. The Shifts of the Planking are not less than six 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 with not less than two between **Planking Inside.**—The Limber-strakes are composed of Black Birch the Bilge Planks of Black Birch. The Ceiling, Lower Hold, of Black Birch Between Decks of Blackmatack. Shelf Pieces of Blackmatack Clamps of Blackmatack. **Fastenings.**—To Hold Beams Spence lagging knees to each Beam, well finished and fastened. Deck Beams Spence lagging knees to every Beam, very well fitted and fastened. Number of Breasthooks four Pointers four Crutches _____. Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling are bolted through and clenched, with 3/4 Iron. General Quality of Workmanship excellent.

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

Builder's Signature _____

Surveyor's Signature M. Macdonald



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0700-05617

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
	<u>one sheet complete</u>					
	Fore Sails,	165	Chain	1 1/8	2	Bower <u>one 10 cwt one 8.3-20</u>
	Fore Top Sails,	100	Hempen Stream Cable	6 1/2	1	Stream, ^{scot} 2.2.26
	Fore Topmast Stay Sails,	100	Hawser	4	1	Kedge, ^{cut} 1.2.2
	Main Sails,	60	Towlines	3 1/2		
	Main Top Sails,		Warp			
	and <u>very good</u>		All of <u>good</u> quality.			

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

She has one Long Boat and one Sloop Boat both good

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

General Remarks—Statement and Date of Repairs.

*Report of Survey
Schooner Brenna
Simscock 6th July 1847*

The 'Brenna' was employed the first two years after ^{she was} launched in killing Seals for their oil and Skins and the quantity of Salt that escaped through the ceiling, and the Timbers at this moment are very much saturated with oil has tended in my opinion very much to keep them in their very sound state, she is built almost solid with Timber forward and has four very strong Painters on each side, two of which run nearly to the Fore mast to strengthen the Bows for the Ice she would have to encounter on the Northern coast of Labrador, I had some of the Iron nails and a few of the Butt bolts driven out of every part of the vessel those in the Bends ^{and} upwards were perfectly sound but from the Bends to the keel they were slightly decayed, I recommended her to be re-nailed there which has been well done with American Elm Iron nails, there has also been an Iron 3/4 bolt driven through and clenched the Timber before and shaft each built from the keel to the Bends, she has had one new Hold beam of red Pine well fastened with Ladding, Spence knees, I had a Strake of the ceiling taken off from Stern to Stern at the turn of the Bidge and replaced with four inch Red Pine battens through and clenched with 3/4 Iron, altogether she is a sound good vessel of the kind

If Sheathed, Doubled, Felted, or Coppered neither

When last done

I am of opinion this Vessel should be Classed ÆI

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

M MacTaggart

Special£ : 10 :

Certificate (if required)£ : 5 : *M.M.*

Committee's Minute

12th July 1847

Character assigned

A, 1, S 54, Gm 22-8



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