

59

No. 39 Survey held at Wexford Date April 3 1841  
 on the Schooner, Prince Albert Master William Murphy  
 Tonnage 133 Built at Wexford When built April 1<sup>st</sup> 1841  
 By whom built Mr. Hingstone Owners Breen & Dwyer  
 Port belonging to Wexford Destined Voyage Cardiff  
 If Surveyed Afloat or in Dry Dock Surveyed while building

Length aloft .....	Feet.	Inches.	Extreme Breadth .....	Feet.	Inches.	Depth of Hold .....	Feet.	Inches.
	24	5		19	5		11	2

Scantlings of Timber.				Thickness of Plank.				
		Inches.		Outside.		Inches.	Inside.	Inches.
Timber and Space.....	each	24		Keel to Bilge .....	3	Foot Waling .....		5
Floors.....	sided	9½	Moulded	Bilge Planks .....	7	Bilge Planks .....		5
1 <sup>st</sup> Foothooks.....	"	8½	"	Bilge to Wales .....	3	Ceiling in Flat .....		3
2 <sup>nd</sup> Ditto.....	"	7½	"	Wales .....	4	Ditto Bilge to Clamp .....		3
3 <sup>rd</sup> Ditto.....	"	7½	"	Topsides .....	3	Hold Beam Clamps .....		4½
Top Timbers .....	"	7	"	Sheer Strakes .....	3½	Deck Beam Ditto.....		4½
Deck Beams ....N <sup>o</sup> . of 14 .....	"	18	"	Plank Sheers.....	3	Ceiling 'twixt Decks .....		2½
Hold Beams ....N <sup>o</sup> . of 4 .....	"	8	"	Water-Ways .....	5	Hold Beam Shelves .....		4
Keel .....	"	18	"	Upper Deck .....	2½	Deck Beam Ditto.....		4
Kelsons .....	"	12	"					

<b>Copper.</b>			<b>Size of Bolts in Fastenings.</b>			<b>Iron:</b>		
Heel-Knee, and Dead Wood abaft	1/4		<b>Copper.</b>					
Scarphs of Keel.....N <sup>o</sup> . 1	3/4		Bolts thro' the Bilge and Foot Waling	3/4		Hold Beam	1/8	
Floor Timber Bolts	1/4		Butt End Bolts	3/4		Deck Beam	3/4	
Kelson ditto	1/4		Lower Pintle of the Rudder	2		same in Iron above the Copper.....} <i>same</i>		
Transoms and throats of Hooks	1/8							
Arms of Hooks	1/8							

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of Rish oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Rish oak and are free from all defects.

The Floors and first Foothooks are composed of \_\_\_\_\_ Timber.

The other Foothooks and Top Timbers of Foothooks Rish oak, floors Elm

The Shifts of the first and second Foothooks are not less than 3 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 feet to 3 1/2 feet

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

The alternate Frames are all bolted together. all through 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 square Butt at each end of the chock.

The Main Kelson is composed of M. Red Pine and the False Kelson of \_\_\_\_\_

The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches. one tenth

The Deck and Hold Beams are composed of Deck beams Rish oak, Hold beams, M. white oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of M. Red Pine Elm

From the first Foothook Heads to the Light Water Mark of Red Pine - best quality

From the Light Water Mark to the Wales of M. Red Pine at \_\_\_\_\_

The Wales and Black-strakes are of M. white oak The Topsides of M. Red pine

The Sheer-strakes and Plank-sheers of Rish oak The Water-ways of M. Red pine

The Decks of M. Red Pine State of free from sap

The Shifts of the Planking are not less than 7 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 \_\_\_\_\_ between \_\_\_\_\_

**Planking Inside.**—The Limber-strakes are composed of M. Red Elm the Bilge Planks of M. white oak

The Ceiling, Lower Hold, of M. Red pine Between Decks of M. Red pine

Shelf Pieces of M. Red pine Clamps of M. Red pine

**Fastenings.**—To Hold Beams Four good pins to each with a bolt in the clamps

Deck Beams four knees to each and a bolt in the clamps

Number of Breasthooks Four Pointers Two fore & two aft Crutches \_\_\_\_\_

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

Bilge and Footwaling one in each bolted through and clenched. in Side very well fastened

General Quality of Workmanship \_\_\_\_\_

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

Builder's Name Mr. Hingstone

Surveyor's Name M. Dwyer Surveyor

Her Masts, Yards, &c. are in excellent 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,	165	Chain .....	1 1/2	2	Bower, <u>one bower</u> 8 3 2
1	Fore Top Sails,	80	Hempen Stream Cable .....	6	1	Stream, <u>do do</u> 7 0 15
1	Fore Topmast Stay Sails,	90	Hawser .....	4	1	Kedge, <u>do do</u> 2 0 15
1	Main Sails,	90	Towlines .....	3		
1	Main Top Sails,	100	Warp .....	2 1/2		
	and <u>is being well found</u>		All of _____ quality.			<u>her stores</u>

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

She has one long boat Long Boat and one steam boat - latter built

The present state of the Windlass is well Capstan \_\_\_\_\_ and Rudder can be better

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

*Charles Graham Esq*  
*White Lion Court Corn St*  
*Lloyd's Register Office*  
*London*

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.....£ 2 : 0 : 0 is received by me,

Special .....£ : :

Committee's Minute 10th April 1841

Character assigned 5 A \



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