

No. 88
155

Survey held at

Wexford

Date

18

on the

Schooner Victory

Master

J. Deane

Tonnage

60 tons Built at

Wexford

When built

Year 1838

By whom built

Owners

Mr. Pellet

Port belonging to

Wexford

Destined Voyage

Gloster

If Surveyed Afloat or in Dry Dock

on Patent Slip

Last Survey No 53 Port of Wexford

Classed "4 A." expunged

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.
59			16			8		

Scantlings of Timber.				Thickness of Plank.			
				Outside.		Inside.	
Timber and Space.....	each	Inches.					
Floors.....	sided	8	Moulded				
1 st Foothooks.....	"	7 1/2	"				
2 nd Ditto.....	"	7 1/2	"				
3 rd Ditto.....	"	7 1/2	"				
Top Timbers.....	"	4 1/2	"				
Deck BeamsN ^o . of 12	"	9	"				
Hold BeamsN ^o . of —	"	—	"				
Keel.....	"	10	"				
Kelsons.....	"	12	"				
				Keel to Bilge		Foot Waling	
				Bilge Planks		Bilge Planks	
				Bilge to Wales		Ceiling in Flat	
				Wales		Ditto Bilge to Clamp	
				Topsides		Hold Beam Clamps	
				Sheer Strakes		Deck Beam Ditto.....	
				Plank Sheers.....		Ceiling 'twixt Decks	
				Water-Ways		Hold Beam Shelves	
				Upper Deck		Deck Beam Ditto.....	

Copper. Iron				Size of Bolts in Fastenings.				Iron.			
Heel-Knee, and Dead Wood abaft				Bolts thro' the Bilge and Foot Waling				Hold Beam			
Scarp of Keel.....N ^o . 2				Butt End Bolts				Deck Beam			
Floor Timber Bolts				Lower Pintle of the Rudder							
Kelson ditto											
Transoms and throats of Hooks											
Arms of Hooks											

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is quite Inches. close The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of black birch the Transoms, Aprons,

Knight Heads, Hawse Timbers, of spruce and are good free from all defects.

The Floors and first Foothooks are composed of black birch Timber.

The other Foothooks and Top Timbers of spruce

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

The rest of the Shifts of the Frame are close

The Frame is — squared from the first Foothook Heads upwards, and sound free from sap, and from thence downwards, the frame is all good

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 — 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 black birch and the False Kelson of no oak

The Scarphs of the Kelsons are not less than 5 feet 6 inches.

The Deck and Hold Beams are composed of Deck beams of spruce

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

From the first Foothook Heads to the Light Water Mark of spruce

From the Light Water Mark to the Wales of spruce

The Wales and Black-strakes are of spruce The Topsides of spruce

The Sheer-strakes and Plank-sheers of spruce The Water-ways of spruce

The Decks of spruce State of very good state

The Shifts of the Planking are not less than 3 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 spruce the Bilge Planks of elm

The Ceiling, Lower Hold, of spruce Between Decks of spruce

Shelf Pieces of — Clamps of spruce

Fastenings.—To Hold Beams four spruce pieces to each beam—well bolted

Deck Beams —

Number of Breasthooks 3 of spruce Pointers — Crutches —

Butts End Bolts are of two bolts in each in the Bottom, and 2 bolts Bolt in each Butt End through and clenched.

Bilge and Footwaling well bolted through and clenched.

General Quality of Workmanship As good as any of the description of build

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

Builder's Name —

Surveyor's Name M. Deane

C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.

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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.
2	Fore Sails,	180	4 1/2
1	Fore Top Sails,	75	5
1	Fore Topmast Stay Sails,	60	3
1	Main Sails,	—	—
1	Main Top Sails,	80	—
			Warp
			All of <u>good</u> quality.

N ^o .	
2	Bower,
1	Stream,
1	Kedge,

and is well found in
other sails — Her Standing and Running Rigging good & proper sufficient in size and good in quality.

She has one boat — Long Boat and —

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

General Remarks—Statement and Date of Repairs.

This vessel has been carefully examined in every part, having a plank taken out fore & aft of the keel, & find her framed in a perfect good condition, as the day she was launched, breast blocks & transoms all perfectly sound, decks & deck frame all in good condition, having been over hauled from keel to gunwale, & any part found defective been replaced with new—new ribs on Nelson—good part of new ceiling, the Diagonal Iron Struts at each side extending from the deck beams to floors well bolted & fastened, in every part & is fit to carry a cargo of dry & perishable goods to any part of Europe, & is well found in stores,

If Sheathed, Doubled, Felted, or Coppered —

When last done —

I am of opinion this Vessel should be Classed E for three years, subject to inspection —

The Amount of the Fee.....£ : 10 : 0 is received by me,

Special£ : :

Committee's Minute 22nd Oct 1844

Character assigned E. 1 S.S. 1844 - 3 yrs



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