

No. 100 Survey held at Wexford Date June 24th 1846 Rec 9/1/46 100
 on the Victoria Schooner Master Capt Rowe
 Tonnage 77 tons Built at Banstable When built in 1837
 By whom built Mr Walcott Owners Messrs Green & Deserens
 Port belonging to Wexford Destined Voyage Dublin
 If Surveyed Afloat or in Dry Dock on Patent Slip

Length aloft	Feet. <u>63</u> Inches.	Extreme Breadth	Feet. <u>16</u> Inches.	Depth of Hold	Feet. <u>9</u> Inches.
Scantlings of Timber. Timber and Space.....each <u>13</u> Floors.....sided <u>11</u> 1 st Foothooks....." <u>9</u> 2 nd Ditto....." <u>9</u> 3 rd Ditto....." <u>9</u> Top Timbers....." <u>7</u> Deck BeamsN ^o . of <u>10</u> Hold BeamsN ^o . of <u>2</u> Keel....." <u>13</u> Kelsons....." <u>12</u>			Thickness of Plank. Outside. Keel to Bilge..... <u>2 1/2</u> Bilge Planks..... <u>4 1/2</u> Bilge to Wales..... <u>2 1/2</u> Wales..... <u>4</u> Topsides..... <u>2 1/2</u> Sheer Strakes..... <u>3 1/2</u> Plank Sheers..... <u>3 1/2</u> Water-Ways..... <u>4</u> Upper Deck..... <u>2 1/2</u> Inside. Foot Waling..... <u>3</u> Bilge Planks..... <u>4 1/2</u> Ceiling in Flat..... <u>2 1/2</u> Ditto Bilge to Clamp..... <u>2 1/2</u> Hold Beam Clamps..... <u>—</u> Deck Beam Ditto..... <u>3</u> Ceiling 'twixt Decks..... <u>2 1/2</u> Hold Beam Shelves..... <u>—</u> Deck Beam Ditto..... <u>3 1/2</u>		
Copper. Heel-Knee, and Dead Wood abaft..... <u>1 1/8</u> Scarphs of Keel.....N ^o . <u>1</u> Floor Timber Bolts..... <u>3/4</u> Kelson ditto..... <u>1 1/2</u> Transoms and throats of Hooks..... <u>1 1/8</u> Arms of Hooks..... <u>1 1/8</u>			Size of Bolts in Fastenings. Copper. Bolts thro' the Bilge and Foot Waling..... <u>3/4</u> Butt End Bolts..... <u>5/8</u> Lower Pintle of the Rudder..... <u>2 1/2</u> Iron. Hold Beam..... <u>1</u> Deck Beam..... <u>1 1/8</u> same in Iron above the Copper..... <u>—</u>		

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

The rest of the Shifts of the Frame are —

The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is not squared, & perfectly sound in every part,

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 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 8 feet — inches. one scarf

The Deck and Hold Beams are composed of English oak of good quality

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

From the first Foothook Heads to the Light Water Mark of English oak

From the Light Water Mark to the Wales of English oak

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 Red pine State of nearly all new

The Shifts of the Planking are not less than 6 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 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 4 good good knees to each beam well bolted,

Deck Beams 4 knees to each beam well bolted, & eight iron knees to each bolted

Number of Breasthooks 4 good Hooks Pointers two Crutches —

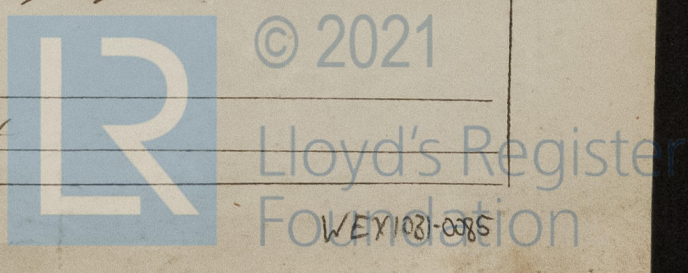
Butts End Bolts are of 5/8 bolts. in the Bottom, and 3/4 Bolt in each Butt End through and clenched.

Bilge and Footwaling 3/4 bolted through and clenched. well bolted & clenched

General Quality of Workmanship very good in every part

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

Builder's Name —
 Surveyor's Name M Deveney



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,	140	Chain	1 1/2	2	Bower, <i>all of proper size</i>
4 fms -	Fore Top Sails,	75	Hempen Stream Cable	5 1/2	1	Stream, <i>do do</i>
	Fore Topmast Stay Sails,	-	Hawser	-	1	Kedge, <i>do do</i>
1	Main Sails,	75	Towlines	3 1/2		<i>all of the best description</i>
1	Main Top Sails,	75	Warp	8		<i>one Chain Hauler 70 fathoms</i>
	and well found in other sails,		All of <u>good</u> quality.			

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

She has one boat Long Boat and in good condition

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

General Remarks—Statement and Date of Repairs.

This vessel has had a general repair on the ~~patent~~ patent slip, having been kept all over, outside, all newly trimmed all over, some shifts of plank, where ever any part has been effected, extra bolts, in butts, & every part where required, new decks, eight Iron knees, diagonal, bolted down to flooring heads, one Iron breast Hook, caulked all over, from keel to comings, & is in perfect condition fit to take a cargo of dry & perishable goods to any part of the world, —

This vessel has never been closed as yet, — no expense has been spent on this vessel she has got every thing that was required, —

If Sheathed, Doubled, Felted, or Coppered — When last done —

I am of opinion this Vessel should be Classed A1 from the date of build Twelve years

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, M. Devereux Surveyor

Special£ : :

Committee's Minute 10th July 1846

Character assigned A1 for 10 years



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