

Rec 13/7/66 107

No. 101 Survey held at Wexford Date July 5th 1846  
on the Schooner vessel Master Capt. Hove  
Tonnage 87 tons Built at New London Prince Edwards When built in the year of 1843  
By whom built \_\_\_\_\_ Owners Mr Furlong  
Port belonging to Wexford Destined Voyage Swansea  
If Surveyed Afloat or in Dry Dock on patent Slip

Length aloft	Feet. 68	Inches.	Extreme Breadth	Feet. 17	Inches.	Depth of Hold	Feet. 12	Inches. 2
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>					
Timber and Space..... each	10	Inches.	Outside.	Inches.	Inside.	Inches.		
Floors..... sided	10	Moulded	Keel to Bilge	2 1/2	Foot Waling	3		
1st Foothooks.....	9 1/2	"	Bilge Planks	5 1/2	Bilge Planks	5		
2nd Ditto.....	9	"	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2		
3rd Ditto.....	9	"	Wales	4	Ditto Bilge to Clamp	2 1/2		
Top Timbers	9	"	Topsides	4	Hold Beam Clamps	5		
Deck Beams ....N°. of 15	9 1/2	"	Sheer Strakes	4	Deck Beam Ditto.....	4 1/2		
Hold Beams ....N°. of 2	9 1/2	"	Plank Sheers.....	4	Ceiling 'twixt Decks	2 1/2		
Keel	10	"	Water-Ways.....	8	Hold Beam Shelves	—		
Kelsons	10	"	Upper Deck	2 1/2	Deck Beam Ditto.....	4		

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

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

The Floors and first Foothooks are composed of Birch Timber.

The other Foothooks and Top Timbers of Birch top timbers Spruce & Hartshorn Oak

The Shifts of the first and second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are appear to be well squared, as far as can be seen

The Frame is — squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is appear well squared as far as can be seen

The alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are close 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 uncured oak in one length and the False Kelson of —

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

The Deck and Hold Beams are composed of spruce of good kind

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

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

From the Light Water Mark to the Wales of Birch

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

The Sheer-strakes and Plank-sheers of Birch The Water-ways of Red pine

The Decks of white pine State of new well fastened

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 Birch the Bilge Planks of M. oak

The Ceiling, Lower Hold, of Birch Between Decks of white pine

Shelf Pieces of white pine Clamps of white pine

**Fastenings.**—To Hold Beams space spruce knees to each beam

Deck Beams 4 spruce knees, to each beam all well bolted

Number of Breasthooks 4 all reefed Pointers 2 Birch Crutches 2 Birch

Butts End Bolts are of 3/4 iron in the Bottom, and 3/4 Bolt in each Butt End through and clenched. 2 in each

Bilge and Footwaling 3/4 all bolted through and clenched. all newly bolted & clenched inside

General Quality of Workmanship Pretty good

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

Builder's Name —

Surveyor's Name M. Deane



Her Masts, Yards, &c. are in Good condition, and sufficient in size and length. all new & of very good quality,

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	130	Chain .....	2 1/2	2	Bower, <u>all of sufficient</u>
—	Fore Top Sails,	70	Hempen Stream Cable .....	5	1	Stream, <u>size</u>
2 fms	Fore Topmast Stay Sails,	—	Hawser .....	—	1	Kedge,
1	Main Sails,	90	Towlines .....	3		
1	Main Top Sails,	—	Warp .....	—		
	and <u>some spare sails,</u>		All of <u>good</u> quality.			

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

She has one Boat Long Boat and new

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

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

This vessel has just been brought in Liverpool, and has been put on the patent slip of this Town, & has had a very good repair, been caoped all over from keel to gunwhale, every trunnel have been backed out & replaced with new of good Hackmatack, all through all rebotted, two bulge planks at each side in side & out of 80 feet long all well bolted through & clinched in side. Three bolts in every but new Nelson of American oak in one length all well bolted, deck & deck frame all re fastened with good bolts, six diagonal knees down to the flooring heads, covering two floors a bolt in each floor, hawsers, Hooks & every part of this vessel's keel fastened in part, & is now fit to take a cargo of dry and perishable goods to any part of <sup>the</sup> world, the Owner has spared no expense in giving her every thing required, a bundenty found in Stores, amount of repairs £ 300

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

I am of opinion this Vessel should be Classed A 1 4 years from this time,

The Amount of the Fee.....£ 1 10 0 is received by me,

Special .....£ : :

W Debeney Surveyor

Committee's Minute 14th July 1846

Character assigned A 1 for 4 years



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