

No. 103 Survey held at Wexford Date 31st July 1846
 on the Schooner Alfred Master Captⁿ Conley
 Tonnage 60 tons Built at Annan When built In the year 1833
 By whom built — Owners Messrs Breen & Devereux
 Port belonging to Wexford Destined Voyage Liverpool
 If Surveyed Afloat or in Dry Dock on Patent Slip Classed "8 A" Ship omitted

Length aloft	Feet. 35	Inches. 5	Extreme Breadth	Feet. 16	Inches. 7	Depth of Hold	Feet. 9	Inches. 1
Scantlings of Timber.			Thickness of Plank.					
Timber and Space..... each	Inches.	Inches Middle	Inches Ends	Outside.		Inches.	Inside.	
Floors..... sided	8	Moulded	9 1/4 8	Keel to Bilge	2 1/2	Foot Waling	4	4
1 st Foothooks..... "	7	"	8 7	Bilge Planks	4	Bilge Planks	4	4
2 nd Ditto..... "	7	"	6 6	Bilge to Wales	2 1/2	Ceiling in Flat	2	2
3 rd Ditto..... "	7	"	—	Wales	3 1/2	Ditto Bilge to Clamp	2	2
Top Timbers..... "	5	"	5 5	Topsides	2 1/2	Hold Beam Clamps	—	—
Deck Beams N ^o 9 Average Space } 4 feet	7	"	8 8	Sheer Strakes	3	Deck Beam Ditto	3	3
Hold Beams N ^o — Average Space }	—	"	—	Plank Sheers	2 1/2	Ceiling 'twixt Decks	2	2
Keel..... "	11	"	11 11	Water-Ways	4 1/2	Hold Beam Shelves	—	—
Kelsons..... "	14	"	14 16	Upper Deck	2 1/2	Deck Beam Ditto	—	—
Size of Bolts in Fastenings, distinguishing whether								
From Copper or Iron.			Copper or Iron.			Iron.		
Heel-Knee, and Dead Wood abaft	1		Bolts thro' the Bilge and Foot Waling	3/4		Hold Beam	—	—
Scarpsh of Keel..... N ^o 1	3/4		Butt End Bolts	5/8		Deck Beam	3/4	3/4
Floor Timber Bolts	1		Lower Pintle of the Rudder	2				
Kelson ditto	1							
Transoms and throats of Hooks	3/4							
Arms of Hooks	3/4							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 1/2 Inches. The Space between the Top-timbers is 5 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 oak & elm Timber.

The other Foothooks and Top Timbers of English oak of good description

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

The Frame is well squared from the first Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is well squared in good condition,

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 Half of the entire moulding at that place.

The Frame is well chocked with it Butt at each end of the chock.

The Main Kelson is composed of Yellow Pine and the False Kelson of —

The Scarpsh of the Kelsons are not less than — feet — inches. See one piece in length

The Deck and Hold Beams are composed of Deck beams English oak

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

From the first Foothook Heads to the Light Water Mark of Elm of Quality

From the Light Water Mark to the Wales of Red & Yellow pine,

The Wales and Black-strakes are of Whales h. oak, & English Oak The Topsides of Red Pine,

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

The Decks of Red pine State of 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 — the Bilge Planks of Pitch Pine

Planking Inside.—The Linber-strakes are composed of Pitch Pine

The Ceiling, Lower Hold, of flat Elm Between Decks of Red Pine new,

Shelf Pieces of Red pine Clamps of —

Fastenings.—To Hold Beams —

Deck Beams Four English oak knees to each beam well bolted,
with eight diagonal Iron knees, well bolted each every two floors,

Number of Breasthooks 4 English oak Pointers — Crutches —

Butts End Bolts are of 5/8 new in the Bottom, and 2 Bolt in each Butt End through and clenched.

Bilge and Footwaling 3/4 all bolted through and clenched.

General Quality of Workmanship pretty good all through the ship,

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

Builder's Signature — Surveyor's Signature M. Devereux

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,	115	Chain		2	Bower,
—	Fore Top Sails,	75	Hempen Stream Cable	5 1/2	1	Stream, <i>all of weight</i>
1	Fore Topmast Stay Sails,	—	Hawser	—	1	Kedge, <i>Good</i>
1	Main Sails,	75	Towlines	3		
1	Main Top Sails,	75	Warp	2 1/2		
	and <i>is well found in</i>		All of <u>Good</u> quality.			

Her Standing and Running Rigging Nearly New sufficient in size and of proper size in quality.

She has one new Boat Long Boat and —

The present state of the Windlass is Good Capstan — and Rudder in good Condition

General Remarks—Statement and Date of Repairs.

This vessel has had a very large repair, in the
plank, st^{rs}, all new ceiling, new Nelson in one piece
of Red pine, two new breast Boards, new wing trans
om bidge plank in side & out, of St Elm, thirty feet
Several shifts of plank out side from the back
edge upwards, whales nearly all new of red pine
New sheer strakes, & covering boards & several to
timbers, all new decks of red pine, some new
trussels & bolted all over, set diagonal iron knees
from the deck beams down to the flooring heads
all well bolted in a sufficient manner, fit for
a vessel of 150 tons, & is perfectly staunch & well fastened
in every part, fit to take a cargo of any perishable
goods, to any part of Europe, in

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

I am of opinion this Vessel should be Classed N1 for two years — All ways in the Coasting trade

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

M. Reverend Surveyor

Special£ : :

Certificate (if required)£ : :

Committee's Minute 15th Sept 1846

Character assigned N1, 1 year



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