

No. 105 Survey held at Wexford Date Sept 5th Rec 14/9/46 1846 105
 on the Schooner Hope Master Capt. Cambel
 Tonnage 76 tons Built at St. Martins N.B. When built year of 1835
 By whom built _____ Owners John Thomas Deneen
 Port belonging to Wexford Destined Voyage Belfast
 If Surveyed Afloat or in Dry Dock on Patent Slips

Length aloft	Feet. <u>61</u> Inches.	Extreme Breadth	Feet. <u>16</u> Inches.	Depth of Hold	Feet. <u>9</u> Inches.
Scantlings of Timber.			Thickness of Plank.		
Timber and Space..... each	Inches.	Inches Middle	Inches Ends	Outside.	Inside.
Floors..... sided	<u>11</u>	Moulded	<u>11</u> <u>9</u>	Keel to Bilge	Foot Waling
1 st Foothooks.....	<u>11</u>	"	<u>10</u> <u>9</u>	Bilge Planks	Bilge Planks
2 nd Ditto.....	<u>8</u>	"	<u>8</u> <u>7</u>	Bilge to Wales	Ceiling in Flat
3 rd Ditto.....	"	"	"	Wales	Ditto Bilge to Clamp
Top Timbers.....	<u>8</u>	"	<u>6</u> <u>5</u>	Topsides	Hold Beam Clamps
Deck Beams N ^o <u>10</u> Average Space } <u>4 feet</u>	<u>11</u>	"	<u>9</u> <u>6</u>	Sheer Strakes	Deck Beam Ditto
Hold Beams N ^o _____ Average Space }	"	"	"	Plank Sheers	Ceiling 'twist Decks
Keel.....	<u>11</u>	"	<u>14</u> <u>14</u>	Water-Ways	Hold Beam Shelves
Kelsons.....	<u>12</u>	"	<u>13</u> <u>13</u>	Upper Deck	Deck Beam Ditto
Size of Bolts in Fastenings, distinguishing whether			Iron.		
Heel-Knee, and Dead Wood abaft.....	<u>1 1/2</u>	Iron	<u>3/4</u>	Hold Beam	
Scarp of Keel..... N ^o <u>1</u>	<u>1</u>	Copper or Iron.	<u>3/4</u>	Deck Beam	<u>3/4</u>
Floor Timber Bolts.....	<u>1</u>		<u>3/4</u>		
Kelson ditto.....	<u>1</u>		<u>2 1/2</u>		
Transoms and throats of Hooks.....	<u>1</u>				
Arms of Hooks.....	<u>1/2</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, are composed of Black Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Birch & Red pine and are quite free from all defects. The Floors and first Foothooks are composed of Black Birch quite sound Timber. The other Foothooks and Top Timbers of Spruce & Red pine. 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 all through the ship. The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is well squared. 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 1/4 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 Red pine and the False Kelson of St. Elmo wood. The Scarphs of the Kelsons are not less than _____ feet _____ inches. In one length. The Deck and Hold Beams are composed of Spruce.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Black Birch. From the first Foothook Heads to the Light Water Mark of Black Birch. From the Light Water Mark to the Wales of Spruce in good condition. The Wales and Black-strakes are of Spruce & Red pine. The Topsides of Red pine & Spruce. The Sheer-strakes and Plank-sheers of Spruce & Red pine. The Water-ways of Red pine new. The Decks of Spruce greater part new of Red pine State of In good condition. 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 St. Elmo wood the Bilge Planks of Elm & Oak. The Ceiling, Lower Hold, of the flat Elm Between Decks of Red pine all new. Shelf Pieces of _____ Clamps of Spruce.

Holdings.—To Hold Beams _____
 Deck Beams Four Spruce pieces to each beam well bolted in every part
Eight Iron knees diagonal, from the Beams down to the floor beams
 Number of Breasthooks 4 good Hooks Pointers two Crutches two
 End Bolts are of 3/4 in the Bottom, and 2 in each Bolt in each Butt End through and clenched.
 and Footwaling 3/4 bolted through and clenched. well bolted in every part
 General Quality of Workmanship Is very fine

We certify that the preceding is a correct description of the above-named Vessel,
 Signature _____ Surveyor's Signature M. Deneen
 Lloyd's Register Foundation

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,	180	Chain	1/4	2	Bower,
1	Fore Top Sails,	70	Hempen Stream Cable	5	1	Stream, <i>all of Proper weight</i>
3 fms	Fore Topmast Stay Sails,		Hawser		1	Kedge, <i>good</i>
1	Main Sails,	60	Towlines	3		
1	Main Top Sails,	80	Warp	2 1/2		
	and <i>is well furnished in other sails,</i>		All of <u>good</u> quality.			

Her Standing and Running Rigging complete sufficient in size and properly good in quality.

She has one new Boat Long Boat and _____

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

General Remarks—Statement and Date of Repairs.

This vessel has been opened in every part for
for my inspection, & has got away extensive repairs
nearly all new top timbers, all new sealing, bely-plant
in Side & out, new Nelson & rider, great part of the Deck,
new waterways, ~~bow~~ sheer strakes, part of whales,
several shefts of plank above light water mark,
& all newly treenaild all over re bolted & fastened,
in every part, some new stanchions, & bulwarks,
& rails, new upper Transoms, eight Iron Staves,
four at each side all well bolted in every part
caulked from Keel to Comings & is fit to take a cargo
of dry & perishable goods to any part of Europe,
I was requested to report this vessel specially
surveyed by your Surveyor, "Augustine F. B. Greuze Esq."
having been at this port at the time this vessel was under

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

I am of opinion this Vessel should be Classed A, 4 years & entitled to Stolen

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

M. Devereux Surveyor

Special£ : :

Certificate (if required)£ : :

Committee's Minute 15th Sept. 1846

Character assigned A-1 B4 G4 S4 U6



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