

No. 106 Survey held at Wexford Date Oct 20<sup>th</sup> 1846  
 on the Schooner Dolphin Master James Codd  
 Tonnage 56 tons Built at Wexford When built In the year 1840  
 By whom built Mr. Hinckson Owners Nicholas Whitty Esq  
 Port belonging to Wexford Destined Voyage Dublin  
 If Surveyed Afloat or in Dry Dock Surveyed while building & now on Patent Slip

Length aloft ..... 56 Feet. — Inches. Extreme Breadth ..... 15 Feet. — Inches. Depth of Hold ..... 8 Feet. — Inches.

#### Scantlings of Timber.

Timber and Space.....	each	inches.	inches.	inches.
Floors.....	sided	<u>8</u>	Moulded	<u>12</u> <u>9</u>
1 <sup>st</sup> Foothooks.....	"	<u>5 1/2</u>	"	<u>9</u> <u>9</u>
2 <sup>nd</sup> Ditto.....	"	<u>5 1/2</u>	"	<u>8</u> <u>7</u>
3 <sup>rd</sup> Ditto.....	"	<u>—</u>	"	<u>—</u> <u>—</u>
Top Timbers.....	"	<u>6</u>	"	<u>5 1/2</u> <u>5</u>
Deck Beams N <sup>o</sup> <u>13</u> Average Space } <u>4 feet</u>	"	<u>7</u>	"	<u>9</u> <u>5</u>
Hold Beams N <sup>o</sup> <u>—</u> Average Space }	"	<u>—</u>	"	<u>—</u> <u>—</u>
Keel.....	"	<u>12</u>	"	<u>12</u> <u>12</u>
Kelsons.....	"	<u>14</u>	"	<u>15</u> <u>15</u>

#### Thickness of Plank.

Outside.	inches.	Inside.	inches.
Keel to Bilge.....	<u>2 1/2</u>	Foot Waling.....	<u>3</u>
Bilge Planks.....	<u>4</u>	Bilge Planks.....	<u>4</u>
Bilge to Wales.....	<u>2 1/2</u>	Ceiling in Flat.....	<u>2 1/2</u>
Wales.....	<u>3 1/2</u>	Ditto Bilge to Clamp.....	<u>2 1/2</u>
Topsides.....	<u>2 1/2</u>	Hold Beam Clamps.....	<u>—</u>
Sheer Strakes.....	<u>3</u>	Deck Beam Ditto.....	<u>4</u>
Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>2 1/2</u>
Water-Ways.....	<u>3</u>	Hold Beam Shelves.....	<u>—</u>
Upper Deck.....	<u>2</u>	Deck Beam Ditto.....	<u>—</u>

#### Size of Bolts in Fastenings, distinguishing whether

Copper or Iron.	inches.	Copper or Iron.	inches.	Iron.	inches.
Heel-Knee, and Dead Wood abaft.....	<u>1</u>	Bolts thro' the Bilge and Foot Waling.....	<u>1 1/2</u>	Hold Beam.....	<u>3 1/4</u>
Scarp of Keel..... N <sup>o</sup> . <u>1</u>	<u>3/4</u>	Butt End Bolts.....	<u>1 1/2</u>	Deck Beam.....	<u>3/4</u>
Floor Timber Bolts.....	<u>1 1/4</u>	Lower Pintle of the Rudder.....	<u>1 3/4</u>		
Kelson ditto.....	<u>1 1/2</u>				
Transoms and throats of Hooks.....	<u>1</u>				
Arms of Hooks.....	<u>3/4</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak and are all free from all defects.

The Floors and first Foothooks are composed of English oak Timber.

The other Foothooks and Top Timbers of English oak of Quality

The Shifts of the first and second Foothooks are not less than 3 1/2 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are about 4 feet

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 & free from sap

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 1/2 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 m oak and the False Kelson of m oak

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

The Deck and Hold Beams are composed of English oak, 12 & 14's

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

The Decks of Red pine State of very good state

The Shifts of the Planking are not less than 6 Feet 6 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 — Clamps of English oak

**Fastenings.**—To Hold Beams —

Deck Beams 4 English oak knees to each beam, locked in each other, well bolted in every part

Number of Breasthooks 3 English oak Pointers 2 Crutches —

Butts End Bolts are of 1/2 Copper in the Bottom, and one Bolt in each Butt End through and clenched.

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

General Quality of Workmanship Is very good

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

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



Her Masts, Yards, &c. are in Good condition, and sufficient in size and length. *All of proper size & length.*

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
2	Fore Sails,	120	Chain .....	7/8	2	Bower, <i>All of proper weight</i>	
1	Fore Top Sails,	70	Hempen Stream Cable .....	3/4	1	Stream,	
3 fms & 1	Fore Topmast Stay Sails,	—	Hawser .....	—	1	Kedge,	
1	Main Sails,	75	Towlines .....	2 1/4			
—	Main Top Sails,	75	Warp .....	2			
and <i>is well found in</i>			All of <i>Good</i> quality.				

Her Standing and Running Rigging all very good sufficient in size and good in quality.

She has One good Long Boat and

The present state of the Windlass is Good Capstan and Rudder very

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

This vessel has just left the patent slip, after having a very good repair, all newly brought from light water mark, to the comings, new shear shackle of english oak, new waterways, of red pine, Decks several shifts of plank, new rudder, caulked all over from keel to coming, is well found in stores of every description, & is in the best state of repair having been previously surveyed while building by me, & is now fit to take in a cargo of dry & perishable goods to any part of the world.

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed A' for 9 years from her first build

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

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute

" " "

Character assigned

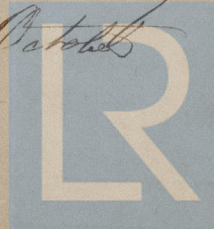
27<sup>th</sup> Oct. 1846

1<sup>st</sup> Nov. 1846

A' for 9 years

*Dr to Surveyor*

27 Oct 1846



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