

Rec 19/11/46

No. 108 Survey held at Waford Date November 18th 1846
 on the Schooner Rambler Master Capt. Carroll
 Tonnage 49 tons Built at St Martin's N.B. When built year of 1822
 By whom built _____ Owners George Whitty Esq.
 Port belonging to Waford Destined Voyage Dublin
 If Surveyed Afloat or in Dry Dock on Patent Ship

Length aloft	Feet. 33	Inches.	Extreme Breadth	Feet. 15	Inches.	Depth of Hold	Feet. 8	Inches.	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space	each	Inches. 2 1/2		Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	
Floors	sided	8	Moulded	9	9	Keel to Bilge	2	Foot Waling	2 1/2
1 st Foothooks	"	8 1/2	"	9	9	Bilge Planks	4 1/2	Bilge Planks	4
2 nd Ditto	"	8	"	8 1/2	8	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
3 rd Ditto	"	—	"	—	—	Wales	4	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	8	"	8 1/2	8	Topsides	3	Hold Beam Clamps	—
Deck Beams	N ^o . of 12	10 1/2	"	9	9	Sheer Strakes	2	Deck Beam Ditto	3
Hold Beams	N ^o . of —	—	"	—	—	Plank Sheers	2 1/2	Ceiling 'twixt Decks	2 1/2
Keel	"	9	"	10	10	Water-Ways	4	Hold Beam Shelves	—
Kelsons	"	10 1/2	"	12	12	Upper Deck	2	Deck Beam Ditto	3
Size of Bolts in Fastenings.			Iron.						
Heel-Knee, and Dead Wood abaft	1	Inches. 3/4	Bron	Copper.	Bron	Hold Beam	—		
Scarphs of Keel	N ^o . 1	3/4	Bolts thro' the Bilge and Foot Waling	3/4	Deck Beam	3/4			
Floor Timber Bolts	1	1	Butt End Bolts	5/8					
Kelson ditto	1	1	Lower Pintle of the Rudder	2 1/4					
Transoms and throats of Hooks	1	1							
Arms of Hooks	3/4	3/4							
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Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is two Inches. The Stem, Stern Post, are composed of Black birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak & Red pine and are all free from all defects. The Floors and first Foothooks are composed of floors of English oak birch Timber. The other Foothooks and Top Timbers of English oak new. 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 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 nearly all new. The alternate Frames are 3 bolted together. N. B. If not, state how bolted. The Butts of the Timbers are _____ 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 American oak and the False Kelson of American oak. The Scarphs of the Kelsons are not less than _____ feet _____ inches. In one piece. The Deck and Hold Beams are composed of Deck beams of Red pine new.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm new. From the first Foothook Heads to the Light Water Mark of Elm new. From the Light Water Mark to the Wales of Red pine all new. The Wales and Black-strakes are of Red pine new. The Topsides of Red pine new. The Sheer-strakes and Plank-sheers of Red pine. The Water-ways of Red pine. Decks of Red pine. State of Nearly new. Shifts of the Planking are not less than 8 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 Red pine the Bilge Planks of Elm & Red pine. The Ceiling, Lower Hold, of Red pine. Between Decks of Red pine new. Self Pieces of Red pine. Clamps of _____.

Fastenings.—To Hold Beams _____ Deck Beams Four good oak knees to each beam well bolted in every part. Number of Breasthooks 3 oak Pointers _____ Crutches 2 American oak. Butts End Bolts are of 3/4 iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling 3/4 all bolted through and clenched. General Quality of Workmanship Is very good in all parts of the Ship.

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.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	140	Chain	3/8	2	Bower,
1	Fore Top Sails,	75	Hempen Stream Cable	1 1/2	1	Stream,
3 fms	Fore Topmast Stay Sails,	75	Hawser	3	1	Kedge,
1	Main Sails,	—	Towlines	—		
gaff	Main Top Sails,	75	Warp	2 1/2		
and			All of	quality.		

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

She has One good Boat Long Boat and

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

General Remarks—Statement and Date of Repairs.

This vessel is after undergoing a very extensive repair having ~~having~~ got all new plank from keel to gunwhale, all new ceiling, new Decks & beams new waterways, new transoms & breast Hooks, and nearly all her frame of good second hand English oak, her planking nearly all in one length, new counter & stern, all well bolted & fastened in every part & I consider her a better ship than when first built, & is now fit to take a cargo of dry & perishable goods to any part of the world,

This vessel has never been closed before & is intended for the Coasting trade,

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

I am of opinion this Vessel should be Classed A1 for 4 years

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

now Special£ : :

Committee's Minute 20th Nov 1846

Character assigned A1 for 4 yrs 1846



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