

No. 110 Survey held at Wexford Date November 23 1846
on the Schooner Edward Halan Master Capt. Doyle
Tonnage 72 tons Built at Chester in N. C. When built in the of 1845
By whom built _____ Owners Edward Halan
Port belonging to Wexford Destined Voyage Glasgow
If Surveyed Afloat or in Dry Dock On Patent Slips

Length aloft	Feet. <u>60</u> Inches.	Extreme Breadth	Feet. <u>17</u> Inches.	Depth of Hold	Feet. <u>10</u> Inches.
Scantlings of Timber.			Thickness of Plank.		
Timber and Space..... each	Inches. <u>12</u>	Inches. Middle <u>12</u> Ends <u>12</u>	Outside.		
Floors.....sided	<u>9 1/2</u>	Moulded <u>8 1/2</u> <u>8</u>	Keel to Bilge	Inches. <u>2</u>	Inside.
1 st Foothooks.....	<u>9</u>	" <u>7</u> <u>7</u>	Bilge Planks	<u>7</u>	Foot Waling
2 nd Ditto.....	<u>8</u>	" <u>6</u> <u>6</u>	Bilge to Wales	<u>2</u>	Bilge Planks
3 rd Ditto.....	—	" — —	Wales	<u>3</u>	Ceiling in Flat
Top Timbers	<u>7</u>	" <u>5 1/2</u> <u>5 1/2</u>	Topsides	<u>3</u>	Ditto Bilge to Clamp
Deck BeamsN ^o . of <u>13</u>	<u>9</u>	" <u>8</u> <u>8</u>	Sheer Strakes	<u>3</u>	Hold Beam Clamps
Hold BeamsN ^o . of —	—	" — —	Plank Sheers	<u>3 1/2</u>	Deck Beam Ditto
Keel	<u>10</u>	" <u>15</u> <u>15</u>	Water-Ways	<u>4</u>	Ceiling 'twixt Decks
Kelsons	<u>10 1/2</u>	" <u>12</u> <u>12</u>	Upper Deck	<u>2</u>	Hold Beam Shelves
Size of Bolts in Fastenings.			Iron:		
Heel-Knee, and Dead Wood abaft	Inches. <u>1</u>	<u>Iron</u> <u>Copper</u> <u>Iron</u>	Hold Beam	Inches. —	
Scarphs of Keel.....N ^o . <u>1</u>	<u>3/4</u>	Bolts thro' the Bilge and Foot Waling	Deck Beam	<u>3/4</u>	
Floor Timber Bolts	<u>1</u>	Butt End Bolts	same in Iron above the Copper.....}		
Kelson ditto	<u>1</u>	Lower Pintle of the Rudder			
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 Three Inches. The Space between the Top-timbers is Three Inches. The Stem, Stern Post, are composed of Black birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Hackmatack and are all free from all defects. The Floors and first Foothooks are composed of Black birch Timber. The other Foothooks and Top Timbers of Spruce. 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 —. The Frame is — squared from the first Foothook Heads upwards, and Quite free from sap, and from thence downwards, the frame is —. The alternate Frames are — 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 Black birch and the False Kelson of American oak. The Scarphs of the Kelsons are not less than 8 feet — inches. 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 Black birch. The Wales and Black-strakes are of Black birch. The Topsides of Black birch. The Sheer-strakes and Plank-sheers of Black birch. The Water-ways of Spruce. The Decks of Spruce. State of all new. The Shifts of the Planking are not less than 4 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. all over. The Planking is wrought — between.

Planking Inside.—The Limber-strakes are composed of Black birch the Bilge Planks of Elm. The Ceiling, Lower Hold, of Spruce. Between Decks of Spruce. Shelf Pieces of Spruce. Clamps of Spruce.

Fastenings.—To Hold Beams Deck Beams Four good Spruce Pieces well bolted, with 8 Iron Hanging Nails, Number of Breasthooks Four Pointers two Crutches —. Butts End Bolts are of 3/4 all over in the Bottom, and two Bolt in each Butt End through and clenched. Bilge and Footwaling all well bolted through and clenched. General Quality of Workmanship —.

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 .		
/	Fore Sails,	140	Chain	7/8	2	Bower,	Eight Hundred weight each
/	Fore Top Sails,	75	Hempen Stream Cable	6	1	Stream,	four
/	Fore Topmast Stay Sails,	75	Hawser	3	1	Kedge,	two
/	Main Sails,	—	Towlines	—			all new
gaff — /	Main Top Sails,	—	Warp	—			
	and some spare sails		All of <u>good</u> quality.				

Her Standing and Running Rigging Complete sufficient in size and good in quality.

She has one Long Boat and

The present state of the Windlass is New Capstan and Rudder good

General Remarks—Statement and Date of Repairs.

This vessel has been on the Patent Slip for the last two months, having been all fastened from keel to comings, re beenald all over, & all re bolted, in every part, new buldge pieces in side & out, Iron knees to transoms, new Iron breast Hook, new ridge on Helson of Mexican oak, all well bolted, eight Iron hanging knees to deck beams, extending down to the buldge all well bolted with inch bolts, all her spars reduced & fitted in a proper manner, & caulked all over, I consider her fit to take 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 4 years from the present time,

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, At Dersent Surveyor
Special£ : :

Committee's Minute 14 Dec 1846

Character assigned A 1 for 4 years



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