

No. 111 Survey held at Wexford

Rec 27/11/46  
Date November 24<sup>th</sup>

1846

on the Schooner Jane

Master Capt<sup>m</sup> Quirk

Tonnage 55 tons Built at The Port of Loo

When built year of 1824

By whom built

Owners Joseph Turling & Master

Port belonging to Wexford

Destined Voyage

Glasgow

If Surveyed Afloat or in Dry Dock

Afloat

Length aloft ..... 37 Feet. 1 Inches. Extreme Breadth ..... 16 Feet. 1 Inches. Depth of Hold ..... 9 Feet. 9 Inches.

**Scantlings of Timber.**

Timber and Space.....	each	Inches.
Floors.....	sided	<u>8</u>
1 <sup>st</sup> Foothooks.....	"	<u>6</u>
2 <sup>nd</sup> Ditto.....	"	<u>6</u>
3 <sup>rd</sup> Ditto.....	"	<u>5</u>
Top Timbers.....	"	<u>5</u>
Deck Beams N <sup>o</sup> <u>12</u>	Average } <u>3 feet</u> Space }	<u>9</u>
Hold Beams N <sup>o</sup> .....	Average } Space }	<u>18</u>
Keel .....	"	<u>18</u>
Kelsons .....	"	<u>18</u>

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge .....	<u>—</u>	Foot Waling .....	<u>3</u>
Bilge Planks .....	<u>—</u>	Bilge Planks .....	<u>4</u>
Bilge to Wales .....	<u>2 1/2</u>	Ceiling in Flat .....	<u>2 1/2</u>
Wales .....	<u>4</u>	Ditto Bilge to Clamp .....	<u>2 1/2</u>
Topsides .....	<u>4</u>	Hold Beam Clamps .....	<u>—</u>
Sheer Strakes .....	<u>4</u>	Deck Beam Ditto.....	<u>4</u>
Plank Sheers.....	<u>4</u>	Ceiling 'twixt Decks .....	<u>2 1/2</u>
Water-Ways.....	<u>8</u>	Hold Beam Shelves .....	<u>—</u>
Upper Deck .....	<u>2 1/2</u>	Deck Beam Ditto.....	<u>3 1/2</u>

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

From <u>Copper</u> or Iron.	Inches.	From <u>Copper</u> or Iron.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft .....	<u>—</u>	Bolts thro' the Bilge and Foot Waling .....	<u>3/4</u>	Hold Beam .....	<u>—</u>
Scarpshs of Keel.....N <sup>o</sup> .	<u>—</u>	Butt End Bolts .....	<u>1/2</u>	Deck Beam .....	<u>3/4</u>
Floor Timber Bolts .....	<u>1</u>	Lower Pintle of the Rudder .....	<u>2 1/2</u>		
Kelson ditto.....	<u>1</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 2 1/2 Inches. The Space between the Top-timbers is 3 1/2 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 English oak Timber.

The other Foothooks and Top Timbers of Red pine all new

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 4 feet

The Frame is well squared from the first Foothook Heads upwards, and sound free from sap, and from thence downwards, the frame is

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 Butt at each end of the chock.

The Main Kelson is composed of English oak and the False Kelson of Mexican oak

The Scarphs of the Kelsons are not less than 7 feet inches.

The Deck and Hold Beams are composed of English oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of English oak

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 Red pine 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 very good state

The Shifts of the Planking are not less than 10 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 English oak the Bilge Planks of English oak

The Ceiling, Lower Hold, of English oak Between Decks of Red pine

Shelf Pieces of Red pine Clamps of Red pine

**Fastenings.**—To Hold Beams

Deck Beams Four oak pieces well bolted with 3/4 bolts, four iron

hanging knees down to bilge all bolted with 3/4 bolts

Number of Breasthooks Three oak Pointers two oak Crutches

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

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

General Quality of Workmanship

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.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
2	Fore Sails,	135	Chain .....	78	2	Bower,	
1	Fore Top Sails,	75	Hempen Stream Cable .....	5 1/2	1	Stream,	<i>all of proper weight</i>
3 Gibs	Fore Topmast Stay Sails,	75	Hawser .....	3	1	Kedge,	<i>good quality,</i>
1	Main Sails,	60	Towlines .....	2 1/2			
1	Main Top Sails,	80	Warp .....	1 1/2			
	and <i>is well found in</i>		All of <u>good</u> quality.				

Her Standing and Running Rigging all perfect 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 good

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

The Master being half owner, this vessel is kept in very good repair.

This vessel is after getting a very good repair, such as—  
all new ceiling, new decks & several new beams, new  
breast Hooks & transoms, new build pieces in side & out  
of English oak, all english oak ceiling in flat, new  
waterways of red pine, several new Stansions, planking  
outside from whales to gunwhale all new of good red  
pine, of very long lengths, nearly from end to end of the  
frame all newly choct<sup>d</sup>, in side when ceiling was of  
all newly greenald, & bolted all over, caulked from  
keel to Comings, & is perfectly sound in every part  
all well fastened & secured in every part,  
I consider this vessel fit to take a cargo of dry & perishable  
goods, to any part of Europe

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

I am of opinion this Vessel should be Classed A1 for 3 or 4 years \_\_\_\_\_

The Amount of the Fee.....£ : 10 : 0 is received by me,

*M. Decheney Surveyor*

Special .....£ : :

Certificate (if required) .....£ : :

*The owner requires a Certificate of Classification*

Committee's Minute 27<sup>th</sup> Nov 1846

Character assigned A1 *under repair*



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