

Rec 30/11/46

No. 112 Survey held at Wexford Date November 27th 1846 112
 on the Schooner Commerce Master Captn Rossiter
 Tonnage 67 tons Built at Milford When built in the 1834
 By whom built Mr Roberts Owners Breen & Devereux x
 Port belonging to Wexford Destined Voyage Dublin x See Letter 3/12/46
 If Surveyed Afloat or in Dry Dock on patent Slip Classed 10 A Ship omitted

Length aloft	Feet. 57	Inches.	Extreme Breadth	Feet. 16	Inches.	Depth of Hold	Feet. 34	Inches. 9
Scantlings of Timber.			Thickness of Plank.					
Timber and Space.....	each	20	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors.....	sided	9	Moulded	9 3/4	Keel to Bilge	2 1/2	Foot Waling	2 3/4
1st Foothooks.....	"	8 1/2	"	9 8 1/2	Bilge Planks	5	Bilge Planks	3 1/2
2nd Ditto.....	"	8	"	9 9	Bilge to Wales.....	2 1/2	Ceiling in Flat	2
3rd Ditto.....	"	—	"	—	Wales	4	Ditto Bilge to Clamp	2
Top Timbers	"	7	"	5 4 1/2	Topsides	2	Hold Beam Clamps	—
Deck Beams N° 12	Average Space } 3 1/2 feet	"	"	9 9	Sheer Strakes	3	Deck Beam Ditto.....	3
Hold Beams N° —	Average Space }	"	"	—	Plank Sheers.....	3	Ceiling 'twixt Decks	2
Keel	"	11	"	10 10	Water-Ways	4	Hold Beam Shelves	—
Kelsons	"	10 1/2	"	14 14	Upper Deck	2 1/2	Deck Beam Ditto.....	3
Size of Bolts in Fastenings, distinguishing whether			Iron.			Iron.		
Heel-Knee, and Dead Wood abaft	1	Iron	Copper or Iron.	Inches.		Hold Beam	—	
Scarp of Keel.....	N° 1	Scarf	Bolts thro' the Bilge and Foot Waling	3/4		Deck Beam	3/4	
Floor Timber Bolts	3/8		Butt End Bolts	5/8				
Kelson ditto	1		Lower Pintle of the Rudder	2				
Transoms and throats of Hooks	5/8							
Arms of Hooks	3/4							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is 4 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 of good Quality Timber. The other Foothooks and Top Timbers of English oak. 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 1/2 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 & quite sound. 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 _____ of the entire moulding at that place. The Frame is well choiced with a Butt at each end of the choick. The Main Kelson is composed of English oak and the False Kelson of English oak. The Scarphs of the Kelsons are not less than 7' feet _____ inches. one scarf. The Deck and Hold Beams are composed of English oak quite perfect.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm. From the first Foothook Heads to the Light Water Mark of Elm. 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 new. The Decks of Red pine State of very good. 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 English oak Clamps of English oak.

Fastenings.—To Hold Beams

Deck Beams Four good oak pieces, well bolted with 3/4 bolts, each piece bolted in each other, four diagonal iron pieces, extending from beams to bulge,
 Number of Breasthooks 4 good oak Pointers _____ Crutches _____
 Butts End Bolts are of 5/8 bolts of iron in the Bottom, and 2 Bolt in each Butt End through and clenched.
 Bilge and Footwaling 3/4 well bolted through and clenched.
 General Quality of Workmanship very good

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

Builder's Signature _____

Surveyor's Signature _____

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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,	110	Chain	7/8	2	Bower,	} all of proper weight
1	Fore Top Sails,	75	Hempen Stream Cable	6	1	Stream,	
1	Fore Topmast Stay Sails,	75	Hawser	4	1	Kedge,	
1	Main Sails,	—	Towlines	—			
1	Main Top Sails,	75	Warp	3			
and <u>well found in other</u>			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 condition

General Remarks—Statement and Date of Repairs.

This vessel, is after getting a very good repairs, a great many shifts of plank, from keel upwards, of the best English oak, all new whales, new waterways, several shifts of plank in decks, all newly treenailed, from keel to gun-bore bolted all over, four diagonal iron braces, all well bolted down to the keel planks, this vessel has been carefully examined in every part & found her to be perfectly staunch & strong in every part & fit to take a cargo of any & perishable goods to any part of the world.

I consider this vessel from the repairs she has had, as good as the day she was built, no expense spared in giving her every thing required.

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

I am of opinion this Vessel should be Classed _____

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

M. Devereux Surgeon

Special£ : :

Certificate (if required)£ : :

Committee's Minute 1st Dec 1846

Character assigned As a vessel



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