

No. 116 Survey held at Wexford Date May 17/54 1847
 on the Schooner Swift Master John Carr
 Tonnage 62 tons Built at Thos Edwards Seb When built In the year of 1846 — Wichitah 20th
 By whom built _____ Owners John Carr & Brothers
 Port belonging to Wexford Destined Voyage Newport
 If Surveyed Afloat or in Dry Dock On Patent Slips

Length aloft	Feet. <u>61</u> Inches.	Extreme Breadth	Feet. <u>16</u> Inches.	Depth of Hold	Feet. <u>9</u> Inches. <u>1</u>
Scantlings of Timber.					
Timber and Space	each <u>9</u>	Inches.	Inches Middle	Inches Ends	
Floors	sided <u>12</u>	Moulded	<u>9</u>	<u>9</u>	
1 st Foothooks	" <u>10</u>	"	<u>9</u>	<u>9</u>	
2 nd Ditto	" <u>10</u>	"	<u>9</u>	<u>8</u>	
3 rd Ditto	"	"	"	"	
Top Timbers	" <u>6</u>	"	<u>6</u>	<u>5</u>	
Deck Beams N ^o <u>11</u>	Average Space } <u>3 1/2 feet</u>	"	<u>8</u>	<u>7</u>	
Hold Beams N ^o <u>2</u>	Average Space }	"	<u>8</u>	<u>7</u>	
Keel	" <u>8 1/2</u>	"	<u>8 1/2</u>	<u>8 1/2</u>	
Kelsons	" <u>2 1/2</u>	"	<u>10</u>	<u>10</u>	
Thickness of Plank.					
Outside.			Inches.	Inside.	
Keel to Bilge			<u>2 1/2</u>	Foot Waling	
Bilge Planks			<u>4</u>	Bilge Planks	
Bilge to Wales			<u>2 1/2</u>	Ceiling in Flat	
Wales			<u>4</u>	Ditto Bilge to Clamp	
Topsides			<u>3</u>	Hold Beam Clamps	
Sheer Strakes			<u>4</u>	Deck Beam Ditto	
Plank Sheers			<u>4</u>	Ceiling 'twixt Decks	
Water-Ways			<u>5</u>	Hold Beam Shelves	
Upper Deck			<u>2 1/2</u>	Deck Beam Ditto	
Size of Bolts in Fastenings, distinguishing whether					
Copper or Iron.		Inches.	Copper or Iron.		Inches.
Heel-Knee, and Dead Wood abaft		<u>1</u>	Bolts thro' the Bilge and Foot Waling		<u>3/4</u>
Scarphs of Keel		N ^o . <u>2</u> <u>3/4</u>	Butt End Bolts		<u>1/2</u>
Floor Timber Bolts		<u>1</u>	Lower Pintle of the Rudder		<u>2</u>
Kelson ditto		<u>1</u>			
Transoms and throats of Hooks		<u>3/4</u>			
Arms of Hooks		<u>1/2</u>			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is One 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 Birch & Spruce and are quite 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 _____ 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 _____ 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 _____ chocked with _____ Butt at each end of the chock. The Main Kelson is composed of Black Birch and the False Kelson of Mexican Elm. The Scarphs of the Kelsons are not less than 6 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 Imperfect State. The Shifts of the Planking are not less than 6 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 Black Birch the Bilge Planks of Birch. The Ceiling, Lower Hold, of flat Black Birch Between Decks of Spruce. Shelf Pieces of _____ Clamps of Spruce.

Fastenings.—To Hold Beams 4 Spruce Pieces to each beam bolted in each other all bolted & fastened in every part. Deck Beams 4 Pieces to each beam bolted in every part all the Pieces bolted in each other all through.

Number of Breasthooks Three Pointers two Crutches _____
 Butts End Bolts are of 1/2 inch 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 Very good

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

Builder's Signature _____

Surveyor's Signature _____

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,	135	Chain	7 1/2	2	Bower, <i>all of proper weight</i>
1	Fore Top Sails,	30	Hempen Stream Cable	5	1	Stream, <i>— — —</i>
1	Fore Topmast Stay Sails,	60	Hawser	4	1	Kedge, <i>— — —</i>
1	Main Sails,	—	Towlines	—	—	—
1	Main Top Sails,	60	Warp	3 1/2	—	<i>all new</i>
<i>and well found in this</i>			All of <u>good</u> quality.			
			<i>Sails</i>			

Her Standing and Running Rigging new & proper sufficient in size and good in quality.

She has one Long Boat and carril built nearly new

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

General Remarks—Statement and Date of Repairs.

This vessel is remarkably well fastened in every part, has been re fastened all over, here on patent clips, all newly renewed, extra bolts where ever required. New sides on Helson, in one length well bolted with a bolt in every other floor, caulked all over, Spars all fitted a new, all new sails, everything in perfect order fit to take a cargo of any & perishable goods to any part of the world,

has never yet made a voyage,

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

I am of opinion this Vessel should be Classed A 1 4 years including the present year,

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

Special£ : :

Certificate (if required)£ : :

Committee's Minute 18 May 1847

Character assigned A 1 for 4 years



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