

No. 117 Survey held at Wexford

Rec 20/12/47  
Date November 23<sup>rd</sup> 1847

on the Schooner Mariner

Master Williamus

Tonnage 50 tons Built at Barnstable

When built the year of 1838

By whom built M. Westcott

Owners Messrs Green & Devereux

Port belonging to Wexford

Destined Voyage Dublin

If Surveyed Afloat or in Dry Dock

on patent Ship

Length aloft ..... 33 Feet. 1 Inches. Extreme Breadth ..... 14 Feet. 1 Inches. Depth of Hold ..... 8 Feet. 0 Inches.

**Scantlings of Timber.**

Timber and Space.....	each	Inches.	Inches.	Inches.
Floors.....	sided	<u>9</u>	<u>9</u>	<u>8</u>
1 <sup>st</sup> Foothooks.....	"	<u>8</u>	<u>8 1/2</u>	<u>8</u>
2 <sup>nd</sup> Ditto.....	"	"	"	"
3 <sup>rd</sup> Ditto.....	"	"	"	"
Top Timbers.....	"	<u>4</u>	<u>5 1/2</u>	<u>5</u>
Deck Beams ....N°. of <u>9</u>	"	<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>
Hold Beams ....N°. of <u>9</u>	"	"	"	"
Keel .....	"	<u>12</u>	<u>12</u>	<u>12</u>
Kelsons .....	"	<u>12</u>	<u>13</u>	<u>13</u>

**Thickness of Plank.**

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

**Copper.**

Heel-Knee, and Dead Wood abaft .....	<u>3/4</u>
Scarp of Keel.....N°. <u>none</u>	
Floor Timber Bolts .....	<u>3/4</u>
Kelson ditto.....	<u>3/4</u>
Transoms and throats of Hooks .....	<u>3/4</u>
Arms of Hooks .....	<u>1/2</u>

**Size of Bolts in Fastenings.**

Copper.	Inches.
Bolts thro' the Bilge and Foot Waling .....	<u>3/4</u>
Butt End Bolts .....	<u>1/2</u>
Lower Pintle of the Rudder .....	<u>2</u>

**Iron:**

Iron:	Inches.
Hold Beam .....	
Deck Beam .....	$\frac{3}{4}$
same in Iron above the Copper.....	}

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak and are all free from all defects.

The Floors and first Foothooks are composed of English oak Timber.

The other Foothooks and Top Timbers of English oak

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 appears to be well squared in every part of the Ship

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 English oak and the False Kelson of .....

The Scarphs of the Kelsons are not less than 8 feet ..... inches.

The Deck and Hold Beams are composed of The Deck beams are all English oak of good quality

**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 English oak

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 English oak

The Decks of Memil plank State of in very good state

The Shifts of the Planking are not less than 5 1/2 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 one plank 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 ..... Clamps of .....

**Fastenings.**—To Hold Beams

Deck Beams Four good oak pieces to each beam well bolted with 3/4 bolts

Number of Breasthooks Three Pointers ..... Crutches .....

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper bolted through and clenched. one in butt in each foothook

General Quality of Workmanship Very Good in every part

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

Builder's Name .....

Surveyor's Name M. Devereux



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 .....	3/4	2	Bower, <i>all of paper weight</i>
1	Fore Top Sails,	70	Hempen Stream Cable .....	6	1	Stream, <i>a a</i>
1	Fore Topmast Stay Sails,	—	Hawser .....	—	1	Kedge, <i>a a</i>
1	Main Sails,	70	Towlines .....	2 1/2	<i>all vessels belonging to this port are well found in chains &amp; shackles</i>	
1	Main Top Sails,	70	Warp .....	3 1/2		
<i>and is best found in other Sails,</i>			All of _____ quality.			

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

She has one good boat Long Boat and fully equipped

The present state of the Windlass is Good Capstan Good and Rudder in perfect order

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

*This vessel has just been over hauled on patent slips, refastened from keel, to gunwale, every bolt ~~any~~ bolt fastened down out & replaced with new, several sheets of plank in whale & other parts where ever found defective, all newly renewed from light-water work to whales, nearly all new Decks of red pine, water ways inspected & found perfectly sound in every part, this vessel is fit to take a cargo of dry & perishable goods to any part of Europe,*

*has always been in the Coasting trade, on short voyages to Dublin & Bristol Channel,*

*I am not aware if this vessel has ever been Clapped*

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

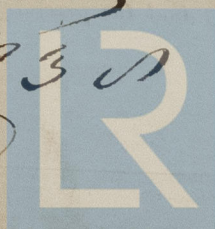
I am of opinion this Vessel should be Classed A *For two years longer,*

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

Special .....£ : :

Committee's Minute 21<sup>st</sup> Dec 1847

Character assigned ~~A~~ A 1 pr g, class



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