

No. 124 Survey held at Wexford
on the Schooner, Star.

Date January 4th

1842

Tonnage 78 tons Built at Limerick Milford

Master

Walter T. M.

By whom built Mr. Ganton

When built In the year of 1833

Port belonging to Wexford

Owners John Gannon

If Surveyed Afloat or in Dry Dock

Destined Voyage

Glasgow

Classed 10A

Ship omitted

Length aloft 3426 Swept Feet. Inches. 63

Extreme Breadth 10 Feet. Inches. 10

Depth of Hold 10 Feet. Inches. 10

Scantlings of Timber.

Room and Space	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Floors	21					
1st Foothooks	10 1/2					
2nd Ditto	9					
3rd Ditto	8 1/2					
Top Timbers						
Deck Beams N° 12	7					
Hold Beams N°	8					
Keel	10					
Kelsons	11					

Thickness of Plank.

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

Copper or Iron.

Heel-Knee, and Dead Wood abaft	1 1/8
Scarp of Keel	3/4
Floor Timber Bolts	1
Kelson ditto	1
Transoms and throats of Hooks	1
Arms of Hooks	3/4

Size of Bolts in Fastenings, distinguishing whether

Copper or Iron.	Inches.	Iron.	Inches.
Bolts thro' the Bilge and Limber Strakes	1/4	Hold Beam	
Butt End Bolts	1/8	Deck Beam	3/4
Lower Pintle of the Rudder	2 1/2		

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 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 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

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 Pine. The Scarp of the Kelsons are not less than feet inches.

The Deck and Hold Beams are composed of English oak of the best description.

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 English oak.

The Sheer-strakes and Plank-sheers of English oak. The Topsides of English oak. The Decks of yellow pine. The Water-ways of English oak. State of New.

The Shifts of the Planking are not less than 7 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 English oak.

Shelf Pieces of English oak. Clamps of

Fastenings.—To Hold Beams

Deck Beams Four good oak pieces to each beam well bolted & fastened in the best manner.

Number of Breasthooks 4 English oak Pointers Crutches

Butts End Bolts are of 3/4 Iron in the Bottom, and 2 Bolt in each Butt End through and clenched.

Bilge and Limber Strakes 3/4 well bolted through and clenched. Treenails of English oak new from Waterbury.

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 very 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,	130	Chain	1/8	2	Bower,	<i>of sufficient size & good</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>
2	Main Sails,	—	Towlines	—			
1	Main Top Sails,	70	Warp	3			
<i>and Line Spare Sails</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 fully equipped

The present state of the Windlass is good Capstan sound and Rudder very good

General Remarks—Statement and Date of Repairs.

This vessel has undergone some repairs on pilot ship, such as, all rebolted from the keel upwards, & newly timbered from the water edge upwards, decks all taken off & replaced with new of yellow pine of good quality.

Deck frame, transoms, breast-hooks, & waterways all examined & found perfectly sound as the day she built. & I consider this vessel fit to take a cargo of any & perishable goods, to any part of Europe, has always been in the coasting trade, & was built under the inspection of the owner, an old captain,

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

I am of opinion this Vessel should be Classed A¹ for 10 years, with the red flag

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

Special£ : :

Certificate (if required)£ : :

Committee's Minute 14th Aug 1848

Character assigned A¹ ever



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