

No. 125- Survey held at Wexford
124 on the Schooner, "Edward",

Recd 15/1/48
Date July 10th

184

Master

Capt. Pemberton

Tonnage 32 tons Built at Wexford

When built in the year of 1836

By whom built W. John Hogan

Owners

Thomas Brennan Esq

Port belonging to Wexford

Destined Voyage

Dublin

If Surveyed Afloat or in Dry Dock

afloat

Classed *R. expounded

Length aloft 126 ft 6 in Feet. 30 Inches. Extreme Breadth 15 ft 1 in Feet. 15 Inches. Depth of Hold 9 ft 1 in Feet. 9 Inches.

Scantlings of Timber.

Room and Space	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Floors	16	15	15	15	15	15
1st Foothooks	1	1	1	1	1	1
2nd Ditto	1	1	1	1	1	1
3rd Ditto	1	1	1	1	1	1
Top Timbers	1	1	1	1	1	1
Deck Beams No 10	1	1	1	1	1	1
Hold Beams No	1	1	1	1	1	1
Keel	1	1	1	1	1	1
Kelsons	1	1	1	1	1	1

Thickness of Plank.

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

Copper or Iron.

Size of Bolts in Fastenings, distinguishing whether

Copper or Iron.	Inches.	Copper or Iron.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft	1	Bolts thro' the Bilge and Limber Strakes	3/4	Hold Beam	3/4
Scarp of Keel	1	Butt End Bolts	1/2	Deck Beam	3/4
Floor Timber Bolts	1	Lower Pintle of the Rudder	2		
Kelson ditto	1				
Transoms and throats of Hooks	3/4				
Arms of Hooks	1/2				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 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 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 well 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 all the piece

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

The Deck and Hold Beams are composed of Deck beams are 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 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 Red pine State of well seen about New Dock

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 English oak the Bilge Planks of English oak

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

Self Pieces of English oak Clamps of English oak

Fastenings.—To Hold Beams

Deck Beams None very good oak pieces, to each beam

well bolted & secured in every part

Number of Breasthooks 3 good oak Pointers Crutches

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

Bilge and Limber Strakes 3/4 Copper wire bolted through and clenched. Treenails of English

General Quality of Workmanship very good

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

Surveyor's Signature

Owner'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,	150	Chain	7/8	2	Bower,
1	Fore Top Sails,	70	Hempen Stream Cable	1 1/2	1	Stream, <i>all of sufficient length</i>
1	Fore Topmast Stay Sails,	—	Hawser	—	1	Kedge, <i>& good</i>
1	Main Sails,	—	Towlines	—		
<i>off</i> - 1	Main Top Sails,	70	Warp	3		
and <i>some spare sails</i>			All of <u>good</u> quality.			

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

She has one good boat Long Boat and tall equipment

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

General Remarks—Statement and Date of Repairs.

*I have examined this vessel in every part,
Decks & deck frame in the best condition,
transoms, breast hooks, as good as when built,
and is perfectly good & staunch in every part
fit to take a cargo of dry & perishable goods,
to any part of Europe.*

*is intended for the coasting trade, & is taken
great care of as the master is part owner.*

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

I am of opinion this Vessel should be Classed N^o 3 years Subject to annual inspection

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

Special£ : :

Certificate (if required)£ : :

Committee's Minute 18th Jan'y 1848

Character assigned Good



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