

No. 127 Survey held at Wexford Date Rec 17/4/68 April 11th 1848
220 on the Schooner Maria Master Capt. Baggan
Tonnage 73 tons Built at Barnstable When built In the year of 1832
By whom built Mr Westcott Owners Mr Thomas Brennan
Port belonging to Wexford Destined Voyage Sublime
If Surveyed Afloat or in Dry Dock afloat Classed 12 A 1
Cont. 44 4

Length aloft	108 ft 6 in London	Feet. Inches.	59	Extreme Breadth	16	Feet. Inches.	16	Depth of Hold	9	Feet. Inches.	9
Scantlings of Timber.				Thickness of Plank.							
Room and Space	22	Inches.		Outside.	Inches.	Inside.	Inches.				
Floors	11	Moulded	10 10	Keel to Bilge		Limber Strakes	3				
1 st Foothooks	11	"	10 10	Bilge Planks		Bilge Planks	3 1/2				
2 nd Ditto	"	"	"	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2				
3 rd Ditto	"	"	"	Wales	3	Ditto Bilge to Clamp	2				
Top Timbers	"	"	6 6	Topsides	2 1/2	Hold Beam Clamps					
Deck Beams N ^o 11	Average Space 4 feet	"	11	Sheer Strakes	3	Deck Beam Ditto					
Hold Beams N ^o 11	Average Space	"	"	Plank Sheers	2 1/2	Ceiling 'twixt Decks	2 1/2				
Keel	"	"	"	Water-Ways	4	Hold Beam Shelves					
Kelsons	"	"	18 13	Upper Deck	2	Deck Beam Ditto	4				

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 3 1/2 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 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 all 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 none. The Scarphs of the Kelsons are not less than 4 feet inches. The Deck and Hold Beams are composed of Deck beams are English oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of. 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 Laid down New Decks. 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. Shelf Pieces of English oak. Clamps of.

Fastenings.—To Hold Beams 4 good oak pieces to each beam. Deck Beams 4 good oak pieces, to each beam, with 4 Iron Hanging pieces at each side - all well bolted in every part. Number of Breasthooks 3 oak. Pointers. Crutches. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes Copper 3/4 bolted through and clenched. Treenails of apiece to every groove. General Quality of Workmanship.

We certify that the preceding is a correct description of the above-named Vessel, Builder's Signature Surveyor's Signature Lloyd's Register Foundation WEX1031-0113

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,	140	Chain	7 1/2	2	Bower, <i>all of proper</i>
1	Fore Top Sails,	70	Hempen Stream Cable	4 1/2	1	Stream, <i>weight</i>
1	Fore Topmast Stay Sails,	65	Hawser	3	1	Kedge,
1	Main Sails,	—	Towlines	—		
1	Main Top Sails,	70	Warp	2		
	and <i>well found & the sails</i>		All of <i>new</i> quality.			

Her Standing and Running Rigging is in good condition sufficient in size and of good in quality.

She has one good Long Boat and well equipped

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

General Remarks—Statement and Date of Repairs.

This vessel has just gone of the Books,
I the owner is very anxious to have her classed,
I have examined her in every part that can be seen
I find her perfectly sound & good in every
part, this vessel had a very good repair
about 6 years ago, the decks are a good deal
worn, but much better than she appears have been taken
bad care of, the owner has promised that he would
give her new decks this summer, Breast Hooks, transoms
springs & breast Hooks, are as good as when put in,
I is perfectly good & strong in every part fit to take
a cargo of dry & perishable goods to any part of Europe

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

I am of opinion this Vessel should be Classed A

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

Special£ : :

Certificate (if required)£ : :

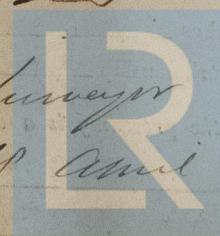
Committee's Minute 18th April 1848

Character assigned Class A

Defend

Dr to Surveyor

10 April



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