

576 <i>Dublin</i>		Feet.	Inches.			Feet.	Inches.			Feet.	Inches.
Length aloft	63	—	Extreme Breadth	18	—	Depth of Hold	9	—

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.		Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	24			Keel to Bilge	2 1/2	Limber Strakes	3
1 st Foothooks.....	8 1/2	Moulded	13 12	Bilge Planks.....	5	Bilge Planks.....	5
2 nd Ditto.....	-	"	-	Bilge to Wales.....	2 1/2	Ceiling in Flat.....	2 1/2
3 rd Ditto.....	-	"	-	Wales.....	5	Ditto Bilge to Clamp.....	2 1/2
Top Timbers.....	7	"	6 8	Topsides.....	2 1/2	Hold Beam Clamps.....	-
Deck Beams N ^o 15.....	9	"	10 10	Sheer Strakes.....	3	Deck Beam Ditto.....	3
Hold Beams N ^o -.....	-	"	-	Plank Sheers.....	2 1/2	Ceiling 'twixt Decks.....	2 1/2
Keel.....	10	"	13 13	Water-Ways.....	5	Hold Beam Shelves.....	-
Kelsons.....	12	"	17 17	Upper Deck.....	2 1/2	Deck Beam Ditto.....	-

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between

Knight Heads, Hawse Timbers, of English oak and are B^{tr} free from all defects.

The other Footbooks and Top Timbers of English oak

The rest of the Shifts of the Frame are 4 feet

The Butts of the Timbers are put close together: their thickness not less than $\frac{1}{2}$ of the entire moulding at that place.

The Main Kelson is composed of European Oak and the False Kelson of None

The Scarpus of the Nelsons are not less than 7 feet 1 inches.

The D. 1. 1 Hull Rooms are composed of English oak

Planking Outside. — From the Keel to the first Footlock Heads the Plank is composed of —————

From the Light Water Mark to the Wales of, the
 The Topsides of the

The Sheer-strakes and Plank-sheers of cupron iron The Water-ways of iron
iron State of being good

The Shifts of the Planking are not less than 8 Feet — Inches.

Planking Inside.—The Limber-strakes are composed of American Oak the Barge Planks of White Pine

Shelf Pieces of _____ Clamps of Wood joints

24" Nails to each beam under bottom

Pointers one Crutches _____

Butts End Bolts are of 3/4" diam in the Bottom, and 1/2" diam in the Top. 1 1/2" dia and 1 1/4" dia bolts are used through and clenched. Treennails of Eng. 100 lb. & 120 lb. rails

General Quality of Workmanship _____

Builder's Signature _____ Surveyor's Signature _____

1870

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	3/8	2	Bower,
1	Fore Top Sails,	45	Hempen Stream Cable	5 1/2	1	Stream, <i>all of former weight</i>
	Fore Topmast Stay Sails,		Hawser		1	Kedge,
1	Main Sails,	70	Towlines	3		
1	Main Top Sails,	60	Warp	2 1/2		
and <i>well found in other</i>			All of <i>good</i> quality.			

Her Standing and Running Rigging Complete sufficient in size and good in quality.

She has the good Boat Long Boat and is well fitted with Stores

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

General Remarks—Statement and Date of Repairs.

This vessel has been put on for about ship-
for inspection, and having carefully examined her
in every part, I find her perfectly good in
every part—with the exception of her butt bolts
which have been all driven out & replaced with
new, likewise some treenels, deck & deck frame,
perfectly good in every part, transoms, apiece
& night-heads, & Breast-Blocks, as good as when
built, pumps, spars, keelson & all its parts very good
One Set of Sails, half-woolen with some spare Sails.—
Consider this vessel fit to take a cargo of any *of any* *of any*
goods to any part of the world.

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

I am of opinion this Vessel should be Classed A *4 years or more if kept in service*

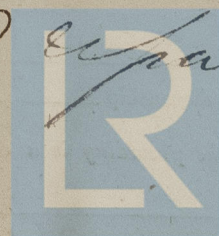
The Amount of the Fee.....£ 1 : 0 : 0 is received by me,

Special£ : :

Certificate (if required)£ : :

Committee's Minute 25th July 1848

Character assigned



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