

No. 146 Survey held at Wexford Date June 19th 1849  
on the Schooner Sibyl Master Capt. Mc Cann  
Tonnage 80 tons Built at Wexford When built In the year of 1839  
By whom built Messrs Leard & Sparrow Owners Blk Barrington  
Port belonging to Wexford Destined Voyage Cardiff  
If Surveyed Afloat or in Dry Dock Afloat

Length aloft 60 Feet. 11 Inches. Extreme Breadth 17 Feet. 9 Inches. Depth of Hold 9 Feet. 9 Inches.

#### Scantlings of Timber.

| Room and Space  | Inches. | Inches. | Inches. |
|---|---------|---------|---------|
| Floors.....sided  | 12      | Moulded | 11      |
| 1 <sup>st</sup> Foothooks.....  | 11      | "       | 12      |
| 2 <sup>nd</sup> Ditto.....  | "       | "       | "       |
| 3 <sup>rd</sup> Ditto.....  | "       | "       | "       |
| Top Timbers.....  | 6       | "       | 6       |
| Deck Beams N <sup>o</sup> <u>10</u> Average Space } <u>3 1/2 feet</u> | 7       | "       | 7       |
| Hold Beams N <sup>o</sup> ..... Average Space }                       | "       | "       | "       |
| Keel.....   | "       | "       | "       |
| Kelsons.....  | 14      | "       | 11      |

#### Thickness of Plank.

| Outside.            | Inches. | Inside.                   | Inches. |
|---------------------|---------|---------------------------|---------|
| Keel to Bilge.....  | "       | Limber Strakes.....       | 3       |
| Bilge Planks.....   | "       | Bilge Planks.....         | 5       |
| Bilge to Wales..... | 2 1/2   | Ceiling in Flat.....      | 3       |
| Wales.....          | 4       | Ditto Bilge to Clamp..... | 3       |
| Topsides.....       | 2 1/2   | Hold Beam Clamps.....     | "       |
| Sheer Strakes.....  | 3       | Deck Beam Ditto.....      | 4       |
| Plank Sheers.....   | 3       | Ceiling 'twixt Decks..... | 3       |
| Water-Ways.....     | 4       | Hold Beam Shelves.....    | "       |
| Upper Deck.....     | 2 1/2   | Deck Beam Ditto.....      | 4       |

#### Size of Bolts in Fastenings, distinguishing whether

| Iron.                                    | Copper or Iron. | Iron.   | Copper or Iron. |
|--|-----------------|---|-----------------|
| Heel-Knee, and Dead Wood abaft.....      | 1               | Bolts thro' the Bilge and Limber Strakes..... | 3/4             |
| Scarphs of Keel.....N <sup>o</sup> ..... | "               | Butt End Bolts.....                           | 1/2             |
| Floor Timber Bolts.....                  | 1               | Lower Pintle of the Rudder.....               | 2 1/2           |
| Kelson ditto.....                        | 1               |   |                 |
| Transoms and throats of Hooks.....       | 1               |   |                 |
| Arms of Hooks.....                       | 3/4             |   |                 |

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is 6 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 well chocked with 2 Butt at each end of the chock.

The Main Kelson is composed of English oak and the False Kelson of American oak

The Scarphs of the Kelsons are not less than 6 feet 6 inches.

The Deck and Hold Beams are composed of English oak

**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 Oak English

From the Light Water Mark to the Wales of Red pine

The Wales and Black-strakes are of English oak The Topsides of Red pine

The Sheer-strakes and Plank-sheers of English oak The Water-ways of Red pine

The Decks of Red pine State of very good

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 American oak the Bilge Planks of American oak

The Ceiling, Lower Hold, of American oak Between Decks of Elm

Shelf Pieces of        Clamps of Red pine

**Fastenings.**—To Hold Beams       

Deck Beams 4 Good oak pieces well bolted & fastened with six diagonal Don pieces extending down to flooring heads

Number of Breasthooks three of wood one of iron Pointers two Don Crutches two Don

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

Bilge and Limber Strakes 3/4 Don bolted through and clenched. Treenails of English oak & Red pine

General Quality of Workmanship 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 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,               | 160      | Chain .....                 | 7/8     | 2                | Bower, <i>proper weight</i> |
| 2                | Fore Top Sails,           | 70       | Hempen Stream Cable .....   | 6 1/2   | 1                | Stream, <i>a — a</i>        |
| —                | Fore Topmast Stay Sails,  | 70       | Hawser .....                | 4       | 1                | Kedge, <i>a — a</i>         |
| 1                | Main Sails,               | —        | Towlines .....              | —       |                  |                             |
| <i>Yaff</i> 1    | Main Top Sails,           | —        | Warp .....                  | —       |                  |                             |
|                  | and <i>no spare sails</i> |          | All of <u>Good</u> quality. |         |                  |                             |

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

She has One good Long Boat and fully Equipped

The present state of the Windlass is Good Capstan Launch and Rudder Good Pumps Good

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

*11/5. 46*

*I have examined this vessel in every part that can be seen, & find her perfect in every part. Breast-works, transoms, spars & night heads, Deck & deck frame all in good condition, out side plating very good, siding nearly all new, Stern & Stern frame all new, Masts Standing & running rigging all new. I consider her 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 for two years subject to inspection

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

Special .....£ : :

Certificate (if required) .....£ : : please to forward a certificate,

Committee's Minute 26th June 1847

Character assigned A

*recorded*



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