

No. 147 Survey held at Wexford Date July 4<sup>th</sup> 1849  
on the Schooner Brothers Master W. P. O'Connell  
Tonnage 58 tons Built at Ayr When built In the year of 1839  
By whom built — Owners John Thomas Quinney  
Port belonging to Wexford Destined Voyage Dublin  
If Surveyed Afloat or in Dry Dock Wexford Slip Passed 2<sup>d</sup> Ship on 11<sup>th</sup>  
Last Survey 104 Port Wexford

Length aloft 56 Feet. — Inches. Extreme Breadth 15 Feet. — Inches. Depth of Hold 8 Feet. 8 Inches.

Scantlings of Timber.				Thickness of Plank.			
	Inches.		Inches.	Outside.	Inches.	Inside.	Inches.
Room and Space .....	16						
Floors.....sided	8	Moulded	9 8	Keel to Bilge .....	2 1/2	Limber Strakes .....	3
1 <sup>st</sup> Foothooks.....	7 1/2	"	9 8	Bilge Planks .....	4 1/2	Bilge Planks .....	3 1/2
2 <sup>nd</sup> Ditto.....	7 1/2	"	9 8	Bilge to Wales .....	2 1/2	Ceiling in Flat .....	2 1/2
3 <sup>rd</sup> Ditto.....	7 1/2	"	- -	Wales .....	4	Ditto Bilge to Clamp .....	2 1/2
Top Timbers .....	6	"	4 4	Topsides .....	2 1/2	Hold Beam Clamps .....	-
Deck Beams N <sup>o</sup> 10      Average } 4 feet	4	"	5 5	Sheer Strakes .....	3	Deck Beam Ditto.....	8 1/4
Hold Beams N <sup>o</sup> Average }	-	"	- -	Plank Sheers.....	2 1/2	Ceiling 'twixt Decks .....	2 1/2
Keel .....	10	"	12 12	Water-Ways .....	4 1/2	Hold Beam Shelves .....	-
Kelsons .....	12	"	14 14	Upper Deck .....	2 1/2	Deck Beam Ditto.....	-
Fastenings distinguishing whether Iron							

Size of Bolts in Fastenings, distinguishing whether				Iron.			
From	Copper or Iron.	Inches.		From	Copper or Iron.	Inches.	
Heel-Knee, and Dead Wood abaft	Iron	1		Hold Beam	Iron	3/4	
Scarphs of Keel N <sup>o</sup> 1	Iron	1		Deck Beam	Iron	3/4	
Floor Timber Bolts	Iron	1					
Kelson ditto	Iron	1					
Transoms and throats of Hooks	Iron	1					
Arms of Hooks	Iron	3/4					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is one 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 3 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 feet The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is well squared & perfectly sound N. B. If not, state how bolted.

The alternate Frames are all bolted together.

The Butts of the Timbers are quite close together; their thickness not less than 1 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock.

The Main Kelson is composed of American Oak and the False Kelson of Elm

The Scarphs of the Kelsons are not less than — feet — inches. In one length

The Deck and Hold Beams are composed of Deck beams 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 Elm in good condition

From the Light Water Mark to the Wales of Red pine

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

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

The Decks of Red pine 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 American oak the Bilge Planks of American oak

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

Shelf Pieces of — Clamps of American oak

**Fastenings.**—To Hold Beams —

Deck Beams well bolted with 3/4 bolts & heads of English oak

four to each beam, well secured in every part.

Number of Breasthooks four of E. Oak Pointers two oak Crutches —

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

Bilge and Limber Strakes 3/4 Iron bolted through and clenched. Treennails of English oak & Machine

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 <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	130	Chain .....	4/8	2	Bower,
1	Fore Top Sails,	75	Hempen Stream Cable .....	5	1	Stream,
1	Fore Topmast Stay Sails,	-	Hawser .....	-	1	Kedge,
1	Main Sails,	80	Towlines .....	3 1/2		
1	Main Top Sails,	80	Warp .....	2		
and <i>some spare sails</i>			All of <u>good</u> quality.			

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

She has one good boat Long Boat and

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

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

This vessel has been on patent ship, & has been damaged and repaired in many parts, having been repaired as follows. Several shifts of plank from light water mark to whales, of Red pine, all new. Whales, & several shifts of planks in the top sides, new decks—also refastened from keel to gunwhale, of good material, two new beams of Red pine. No expense saved, Decks & deck frame in the very best condition, stem & stern post good, breast hooks transoms aprons & night heads in the very best condition and so all through the ship, 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 A1

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

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute 10th July 1849

Character assigned Record repair



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