

No. 153 Survey held at Wexford Date Sept 9/18 Nov 15/19 1849
on the Schooner "Princeps" Master James Walsh
Tonnage 6 tons Built at Wexford When built In the year 1841
By whom built Mr. Smith & Son Owners Richard Peressey
belonging to Wexford Destined Voyage Dublin
If Surveyed Afloat or in Dry Dock On private Ship Classed B. exp. angu

Length aloft 60 Feet. Inches. Extreme Breadth 15 Feet. Inches. Depth of Hold 8 Feet. Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	<u>20</u>	Moulded	<u>11</u> <u>10</u>	Keel to Bilge	<u>2 1/2</u>	Limber Strakes	<u>3</u>
1 st Foothooks.....	<u>9</u>	"	<u>11</u> <u>10</u>	Bilge Planks	<u>3 7/8</u>	Bilge Planks	<u>4</u>
2 nd Ditto.....	<u>1 1/2</u>	"	<u>7</u> <u>7</u>	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>2 1/4</u>
3 rd Ditto.....	<u>1 1/2</u>	"	<u>7</u> <u>7</u>	Wales	<u>4 1/2</u>	Ditto Bilge to Clamp	<u>2 1/4</u>
Top Timbers	<u>6 1/2</u>	"	<u>4 1/2</u> <u>4</u>	Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>—</u>
Deck Beams N° <u>10</u> Average Space } <u>4 feet</u>	<u>7</u>	"	<u>9</u> <u>5</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto	<u>4</u>
Hold Beams N° <u>—</u> Average Space }	<u>7</u>	"	<u>—</u> <u>—</u>	Plank Sheers	<u>2 1/2</u>	Ceiling 'twixt Decks	<u>2 1/4</u>
Keel	<u>10</u>	"	<u>13</u> <u>13</u>	Water-Ways	<u>6</u>	Hold Beam Shelves	<u>—</u>
Kelsons	<u>13</u>	"	<u>15</u> <u>15</u>	Upper Deck	<u>2 1/2</u>	Deck Beam Ditto	<u>—</u>

Size of Bolts in Fastenings, distinguishing whether		Copper or Iron.		Iron.	
Heel-Knee, and Dead Wood abaft	<u>1 1/8</u>	<u>Iron</u>	<u>Copper or Iron.</u>	Hold Beam	<u>—</u>
Scarphs of Keel.....N° <u>one</u>	<u>5/4</u>	Bolts thro' the Bilge and Limber Strakes	<u>3/4</u>	Deck Beam	<u>3/4</u>
Floor Timber Bolts	<u>1</u>	Butt End Bolts	<u>3/4</u>		
Kelson ditto	<u>1</u>	Lower Pintle of the Rudder	<u>2 1/4</u>		
Transoms and throats of Hooks	<u>7/8</u>				
Arms of Hooks	<u>7/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Three Inches. The Space between the Top-timbers is Six 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 & Elm 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 1/2 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. 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 White pine and the False Kelson of in oak. The Scarphs of the Kelsons are not less than — feet — inches. In one length. 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 Red pine. From the Light Water Mark to the Wales of Red pine. The Wales and Black-strakes are of Red pine. 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 New. 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 Red Elm the Bilge Planks of Elm. The Ceiling, Lower Hold, of Elm Between Decks of Red pine. Shelf Pieces of — Clamps of Red pine.

Fastenings.—To Hold Beams —. Deck Beams all fastened with English oak knees & bolts of 3/4 Iron. Five Iron Hanging knees to Deck beams well bolted in every part. Number of Breasthooks 3 oak Pointers 2 oak Crutches 2 oak. Butts 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 bolts bolted through and clenched. Treennails of English oak & Hackmatack. General Quality of Workmanship —.

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 _____ 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,	75	Hempen Stream Cable	5	1	Stream, <i>all very good</i>
1	Fore Topmast Stay Sails,	-	Hawser	-	1	Kedge,
1	Main Sails,	75	Towlines	4		
<i>Left</i> 1	Main Top Sails,	70	Warp	3		
	and <i>Some Spare Sails</i>		All of <i>good</i> quality.			

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

She has *The Boat* Long Boat and *fully equipped*.

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

General Remarks—Statement and Date of Repairs.

Sept 1849-

W. K. L. & S. 1849

This vessel has now received a very good repair—
all new stiling, of elm in flat including budge pieces,
& from budge upwards of red pine, new Nelson of pitch pine
in one length, all were bolted through each floor, with such bolts
Deck frame all repotted, & 10 iron hanging knees to deck
pine at each side, extending down to flooring with two bolts
in a sustentament part of the floors, Breast works & transoms
all repotted, new decks & waterways of red pine,
all were bolted in every part—new counter-planks, general
shefts of plank between mid & water, all were bolted—
& great part of trenails driven out & replaced with
new, —a new reedder, new pine shored in giving her
every thing required, I consider her stout & staunch &
strong fit to take a cargo of any & 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 *As 1st 3 or 4 years Subject to Inspection*

Left The Amount of the Fee.....£ 1 : 0 : 0 is received by me, *W. K. L. & S.*

Special£ : :

Certificate (if required)£ : :

Please to send a Certificate

Committee's Minute *18th Sept 1849*

Character assigned *As 1st*

recorded



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