

WEX 1031-01592

No. 162 - Survey held at Wexford Date 21st Dec 26/12/50
 in the Schooner "Energy" Master Joseph Fenlin
 Tonnage 125 Built at Droghda When built August 1850
 by whom built — Owners R. M. & R. Allin
 Port belonging to Wexford Destined Voyage Cardiff
 Surveyed Afloat or in Dry Dock On Patient Sliff

Length aloft	Feet. 48	Inches. —	Extreme Breadth	Feet. 19	Inches. —	Depth of Hold	Feet. 11	Inches. —
Scantlings of Timber.				Thickness of Plank.				
Room and Space	Inches. 26		Inches. Middle 12	Inches. Ends 11	Outside.		Inside.	
Floors	sided 12	Moulded	12	11	Keel to Bilge	2 1/2	Limber Strakes	8
1 st Foothooks	" 11	"	11	11	Bilge Planks	4 1/2	Bilge Planks	4 1/2
2 nd Ditto	" —	"	—	—	Bilge to Wales	2 3/4	Ceiling in Flat	3
3 rd Ditto	" —	"	—	—	Wales	4	Ditto Bilge to Clamp	3
Top Timbers	" 10	"	6 1/2	6	Topsides	4	Hold Beam Clamps	—
Deck Beams N ^o 13	Average Space 6 feet	" 10	" 4 1/2	8	Sheer Strakes	4	Deck Beam Ditto	4 1/2
Hold Beams N ^o 2	Average Space —	" 11	" 11	11	Plank Sheers	4	Ceiling 'twixt Decks	3
Keel	" 11	"	11	11	Water-Ways	8	Hold Beam Shelves	—
Kelsons	" 11	"	12	12	Upper Deck	2 1/2	Deck Beam Ditto	4

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 1/2 Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, are composed of Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Spruce & Birch and are good free from all defects. The Floors and first Foothooks are composed of Floors are birch foothooks some Spruce & birch Timber. The other Foothooks and Top Timbers of Top timbers are Spruce 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 — 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 Spruce and the False Kelson of Birch The Scarphs of the Kelsons are not less than 5 feet — inches. The Deck and Hold Beams are composed of Spruce

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Birch From the first Foothook Heads to the Light Water Mark of Spruce From the Light Water Mark to the Wales of Spruce The Wales and Black-strakes are of Spruce The Topsides of Spruce The Sheer-strakes and Plank-sheers of Spruce The Water-ways of Spruce The Decks of Spruce 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 Spruce the Bilge Planks of Birch The Ceiling, Lower Hold, of Birch Between Decks of Spruce Shelf Pieces of Spruce Clamps of Spruce

Fastenings.—To Hold Beams 4 good Spruce knees to each beam arms 10 feet long well bolted with 5/8 iron Deck Beams 4 Spruce knees to each beam every one over lapsing each other all well bolted in every part

Number of Breasthooks 3 Spruce Pointers 2 Birch Crutches 3 Birch

Butts End Bolts are of 7/8 iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes 5/8 steel bolted through and clenched. Treenails of Spruce & Birch & some Hackelack

General Quality of Workmanship as good as most this build

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 Complete condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
1	Fore Sails,	150	Chain	1-	2	Bower, <i>one 7" & then 8" weight</i>
1	Fore Top Sails,	80	Hempen Stream Cable	5-	1	Stream, <i>" 4 & then 3"</i>
1	Fore Topmast Stay Sails,	80	Hawser	3 1/2	1	Kedge, -
1	Main Sails,	-	Towlines	-		
1	Main Top Sails,	80	Warp	2 1/2		
<i>Left - 1</i> and <i>one full set,</i>			All of <i>New</i> quality.		<i>all new & brought from Liverpool</i>	

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

She has one good Long Boat and good Stern boat

The present state of the Windlas is patent Capstan bricks and Rudder good Pumps very good

General Remarks—Statement and Date of Repairs.

This is a very good vessel as any that has come under my inspection this long time, there has been about 2000 tons of Hackmell, broken from light water mark upwards, & all driven through, likewise Coulter, & every thing necessary.

If Sheathed, Doubled, Felted, or Coppered Zinc

When last done 19th December 1850

I am of opinion this Vessel should be Classed 4X years if not more

The Amount of the Fee.....£ 2 : 0 : 0 is received by me, M. Devereux Surveyor

Special£ : :

Certificate (if required)£ : 10:

Committee's Minute 27th Dec 50 18

Character assigned A 1 for 4 years



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