

No. 163 Survey held at Wexford Date 16th Decr 1845
 or the Schooner Edward Phelan Master Doyle
 Tonnage 72 tons Built at Nov Scotia When built in the 1845
 By whom built _____ Owners McPhelan
 Port belonging to Wexford Destined Voyage Gloucester
 If Surveyed Afloat or in Dry Dock On Patent Slip Classed "4 R"

Length aloft	60	Feet. Inches.	Extreme Breadth	17	Feet. Inches.	Depth of Hold	10	Feet. Inches.
Scantlings of Timber.								
Room and Space	20	Inches.	Inches.	Inches.	Thickness of Plank.			
Floors	sided	9	Moulded	11	Outside.	Inches.	Inside.	Inches.
1st Foothooks	"	8 1/2	"	11	Keel to Bilge	2	Limber Strakes	2
2nd Ditto	"	8	"	8	Bilge Planks	3	Bilge Planks	3
3rd Ditto	"	8	"	8	Bilge to Wales	2	Ceiling in Flat	1 1/4
Top Timbers	"	7	"	5	Wales	4	Ditto Bilge to Clamp	2
Deck Beams N° 10	Average Space 4 feet	7	"	5	Topsides	2	Hold Beam Clamps	—
Hold Beams N°	Average Space	7	"	5	Sheer Strakes	3	Deck Beam Ditto	4
Keel	"	10	"	15	Plank Sheers	2	Ceiling 'twixt Decks	2
Kelsons	"	10	"	12	Water-Ways	3	Hold Beam Shelves	—
					Upper Deck	2 1/2	Deck Beam Ditto	—
Size of Bolts in Fastenings, distinguishing whether								
Copper or Iron.				Iron.				
Heel-Knee, and Dead Wood abaft	1 1/8	Bolts thro' the Bilge and Limber Strakes			3/4	Hold Beam	—	Inches.
Scarphs of Keel N°	3/4	Butt End Bolts			3/4	Deck Beam	3/4	Inches.
Floor Timber Bolts	1	Lower Pintle of the Rudder			3/4			
Kelson ditto	1							
Transoms and throats of Hooks	1							
Arms of Hooks	5/8							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of Oak & Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Spruce and are quite free from all defects.

The Floors and first Foothooks are composed of Birch Timber.

The other Foothooks and Top Timbers of Spruce & American Oak

The Shifts of the first and second Foothooks are not less than 4 1/2 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 — squared from the first Foothook Heads upwards, and are free from sap, and from thence downwards, the frame is good

The alternate Frames are — bolted together. are partially bolted 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 a Butt at each end of the chock.

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

The Scarphs of the Kelsons are not less than 7 feet 6 inches.

The Deck and Hold Beams are composed of English Oak & American Second hand

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 Pitch pine new

From the Light Water Mark to the Wales of Pitch pine new

The Wales and Black-strakes are of Pitch pine The Topsides of Pitch pine new

The Sheer-strakes and Plank-sheers of Pitch pine The Water-ways of Pitch pine

The Decks of old new of yellow 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 Pitch pine the Bilge Planks of Elm

The Ceiling, Lower Hold, of Pitch pine Between Decks of Pitch pine

Shelf Pieces of 4 inches Pitch pine Clamps of —

Fastenings.—To Hold Beams —

Deck Beams four good second hand oak pieces each beam well bolted, with additional iron knees fixed at each side well bolted in every part

Number of Breasthooks Four Pointers two Crutches two

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 3/8 bolts bolted through and clenched. Treenails of Archmetack

General Quality of Workmanship very good

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature _____ Surveyor's Signature A. Deveney

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 .	
1	Fore Sails,	150	Chain	7/8	2	Bower, <u>one of 8-0-0 one 6-0-0</u>
1	Fore Top Sails,	70	Hempen Stream Cable	4 1/2	1	Stream,
1	Fore Topmast Stay Sails,		Hawser		1	Kedge,
1	Main Sails,		Towlines			
8 off 1	Main Top Sails,	70	Warp	2 1/2		
	and <u>some spare sails</u>		All of <u>good</u> quality.			<u>being well found in Chain & Anchors</u>

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

She has one good Long Boat and truly equipped

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

General Remarks—Statement and Date of Repairs.

I consider this vessel at present much better than when first built, having been made nearly all new, Repairs as follows,—nearly all new second footboards, & top timbers, new bulson, all new ceiling, new quarter timbers, new decks & deck frame, new stern frame, stern post, new water ways, coming boards coming new Counter & planks, all new stanchions & bulwarks, all newly plank from first footboard heads upwards of pitch pine in long butts nearly the length of the ship, all carefully bolted & treenails, from keel to gunwhale, treenails of good Hackmatack, caulked all over, all new spars, spars & running rigging all new, every thing done to this vessel that was required by my direction, I consider her fit to take cargo of dry and perishable cargo to any part of the world, and is intended for the Coasting trade,

If sheathed, doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed _____

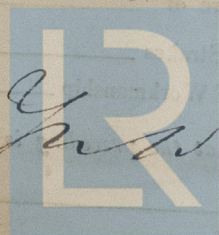
The Amount of the Fee.....£ : 10 : 0 is received by me,

Special£ : :

Certificate (if required)£ : 5 :

Committee's Minute 21st Jan'y 1845

Character assigned A 1 S S 4



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