

No. 172 Survey held at Wexford Date August 26th 1852
on the Schooner "Dove" Master William English
Tonnage 55 Built at Barnstable When built year of 1839
By whom built Mr. Westcott Owners R. Deane
Port belonging to Wexford Destined Voyage Dublin
If Surveyed Afloat or in Dry Dock Talent Slip Classed 10B Ship omitted

121 <i>Hyford</i>		Feet.	Inches.	<i>5</i>		Feet.	Inches.	<i>Classed 10 R. 1</i>		Feet.	Inches.
Length aloft		<i>54</i>		Extreme Breadth		<i>15</i>		Depth of Hold		<i>9</i>	
Scantlings of Timber.				Thickness of Plank.							
Room and Space		Inches.		Inches.	Inches.	Outside.		Inches.	Inside.		Inches.
Floors		sided	<i>18</i>	Moulded	<i>10</i>	<i>8</i>	Keel to Bilge	<i>2 1/4</i>	Limber Strakes		<i>3</i>
1 st Foothooks		"	<i>4</i>	"	<i>10</i>	<i>8</i>	Bilge Planks	<i>3</i>	Bilge Planks		<i>4</i>
2 nd Ditto		"	<i>6</i>	"	<i>6</i>	<i>6</i>	Bilge to Wales	<i>2</i>	Ceiling in Flat		<i>2 1/4</i>
3 rd Ditto		"	<i>6</i>	"	<i>6</i>	<i>6</i>	Wales	<i>4</i>	Ditto Bilge to Clamp		<i>2 1/4</i>
Top Timbers		"	<i>6</i>	"	<i>4 1/2</i>	<i>4 1/2</i>	Topsides	<i>2 1/2</i>	Hold Beam Clamps		<i>3</i>
Deck Beams N ^o <i>9</i>		Average Space	<i>4 feet</i>	"	<i>8</i>	<i>7</i>	Sheer Strakes	<i>3</i>	Deck Beam Ditto		<i>3</i>
Hold Beams N ^o <i>—</i>		Average Space	<i>—</i>	"	<i>—</i>	<i>—</i>	Plank Sheers	<i>3</i>	Ceiling 'twixt Decks		<i>2 1/2</i>
Keel		"	<i>11</i>	"	<i>12</i>	<i>12</i>	Water-Ways	<i>4</i>	Hold Beam Shelves		<i>4</i>
Kelsons		"	<i>10 1/2</i>	"	<i>15</i>	<i>15</i>	Upper Deck	<i>2 1/4</i>	Deck Beam Ditto		<i>4</i>

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 3 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 1/2 feet N.B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are —. The Frame is whole squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is whole squared that can be seen. The alternate Frames are all bolted together. N.B. If not, state how bolted. The Butts of the Timbers are quite 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 English oak and the False Kelson of —. The Scarphs of the Kelsons are not less than 8 feet — 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 Blue English oak. From the first Foothook Heads to the Light Water Mark of English oak. From the Light Water Mark to the Wales of English oak. The Wales and Black-strakes are of English oak. The Topsides of English oak. The Sheer-strakes and Plank-sheers of English oak. The Water-ways of Pitch pine New. The Decks of all of Red pine State of all 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 English oak the Bilge Planks of English oak. The Ceiling, Lower Hold, of English oak Between Decks of English oak. Shelf Pieces of English oak Clamps of English oak.

Fastenings.—To Hold Beams —. Deck Beams 2 on good oak pieces all well bolted & fastened in every part & no expense spared in any of these things. Number of Breasthooks 3 good oak Pointers — Crutches —. Butts End Bolts are of Copper 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. 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 R. Deane
C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON. Lloyd's Register Foundation

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 .		
2	Fore Sails,	120	Chain	1/8	2	Bower,	Complete & of proper
1	Fore Top Sails,	70	Hempen Stream Cable	3	1	Stream,	weight
1	Fore Topmast Stay Sails,	-	Hawser	-	1	Kedge,	
1	Main Sails,	70	Towlines	3 1/2			
1	Main Top Sails,	140	Warp	3			
and some spare sails			All of good quality.				

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

She has two good boats Long Boat and

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

General Remarks—Statement and Date of Repairs.

This vessel has had a general repair—
this present month, such as new decks of yellow
pine, new waterways of pitch pine, covering
boards of English oak, new bulwark some
stanchions, several shifts of plank in side & outside
newly treenail & refastened all shee but bolted, Caselle
all shee, new comings, some new spars, & every
thing done that was required & no expense
spared—in giving this vessel every thing that
was wanted. I consider fit to take a cargo
of any & perishable goods to any part of
the world. This vessel is constant in the
Coasting trade, This vessel has had a great deal
of repairs from time to time, since her first-build
& as there is no surveyor nearer than Belfast,
the owners will not submit to the expense of having
them sent for,

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed N for a year or two

The Amount of the Fee.....£ 0 : 0 is received by me,
Aug Should be 10/- deb. accordingly
Special£ : :

Certificate (if required)£ : 5 : owners require a Certificate.

Committee's Minute 29th Aug 18 51

Character assigned R



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