

No. 26 Survey held at Wexford Date 18th May 1856
 on the New Schooner Furness Lap Master G Dawson
 Tonnage Old Built at Wexford When built 1856 Launched 1856
 By whom built Mrs Sparrow Owners M Sparrow
 Port belonging to Wexford Destined Voyage -
 If Surveyed while Building, Afloat, or in Dry Dock Surveyed while building

| | | | | | |
|------------------------------|-----------------------------|-----------------|-------------------------|----------------------------|-------------------------|
| Length aloft | Feet. <u>79</u> Inches. | Extreme Breadth | Feet. <u>14</u> Inches. | Depth of Hold | Feet. <u>10</u> Inches. |
| Scantlings of Timber. | | | | | |
| Room and Space | Inches. | Inches. | Inches. | Thickness of Plank. | |
| Floors | sided <u>24</u> | Moulded | | Outside. | Inside. |
| 1st Foothooks | " <u>9</u> | " <u>12</u> | <u>9</u> | Keel to Bilge | Limber Strakes |
| 2nd Ditto | " <u>8 1/2</u> | " <u>10 1/2</u> | <u>8</u> | Bilge Planks | Bilge Planks |
| 3rd Ditto | " <u>7 1/2</u> | " <u>6 3/4</u> | <u>5</u> | Bilge to Wales | Ceiling in Flat |
| Top Timbers | " <u>8</u> | " <u>8</u> | <u>6 1/2</u> | Wales | Ditto Bilge to Clamp |
| Deck Beams N° <u>14</u> | Average Space <u>4 feet</u> | " <u>13</u> | <u>13</u> | Short Hoods | Hold Beam Clamps |
| Hold Beams N° <u>-</u> | Average Space <u>-</u> | " <u>13</u> | <u>12</u> | Topsides | Deck Beam Ditto |
| Keel | " <u>13</u> | " <u>12</u> | <u>12</u> | Sheer Strakes | Ceiling 'twixt Decks |
| Keelsons | " <u>one of feet</u> | " <u>12</u> | <u>12</u> | Plank Sheers | Hold Beam Shelves |
| Scarphs of Ditto | " <u>one of feet</u> | " <u>12</u> | <u>12</u> | Water-Ways | Deck Beam Ditto |
| | | | | Upper Deck | |

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

| | | | | | | | | |
|-------------------------------|-----------------------------|---------------------------|------------------------------------|---------------------------|-------------------------|----------------------------|-----------------------------|---------------------------|
| Heel-Knee, and Deadwood abaft | Copper <u>1 1/8</u> Inches. | Iron <u>1 1/8</u> Inches. | Transoms and throats of Hooks | Copper <u>3/4</u> Inches. | Iron <u>3/4</u> Inches. | Lower Pintle of the Rudder | Copper <u>2 3/4</u> Inches. | Iron <u>2 3/4</u> Inches. |
| Scarphs of Keel | Copper <u>7/8</u> Inches. | Iron <u>7/8</u> Inches. | Arms of Hooks | Copper <u>3/4</u> Inches. | Iron <u>3/4</u> Inches. | Hold Beam | Copper <u>3/4</u> Inches. | Iron <u>3/4</u> Inches. |
| Floor Timber Bolts | Copper <u>1 1/8</u> Inches. | Iron <u>1 1/8</u> Inches. | Bolts thro' Bilge & Limber Strakes | Copper <u>3/4</u> Inches. | Iron <u>3/4</u> Inches. | Deck Beam | Copper <u>3/4</u> Inches. | Iron <u>3/4</u> Inches. |
| Kelson ditto | Copper <u>1 1/8</u> Inches. | Iron <u>1 1/8</u> Inches. | Butt End Bolts | Copper <u>3/4</u> Inches. | Iron <u>3/4</u> Inches. | | | |

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 5 Inches. The Stem, Stern Post, consist of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English oak and are quite free from all defects. The Floors consist of ash The First Foothooks of English oak Timber. The Second Foothooks of oak The Third Foothooks of oak The 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—free from sap. The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are quite close together; their thickness not less than 1/2 of the entire moulding at that place. The Frame is well chocked with A Butt at each end of the chock. The Main Keelson is Red pine and free from all defects. The False Keelson is oak The Deck Beams consist of English oak The Hold Beams of - The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Sarch From the above named Height to the Light Water Mark Sarch From the Light Water Mark to the Wales Sarch The Wales and Black-strakes are Sarch The Topsides Sarch The Sheer-strakes Sarch and Plank-sheers Sarch The Water-ways Pitch pine The Decks yellow 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 Pitch pine the Bilge Planks Pitch pine The Ceiling, Lower Hold, Pitch pine Between Decks Red pine Shelf Pieces Red pine Clamps -

Fastenings.—To Hold Beams -

Deck Beams Staple Pieces extending from beam to beam all well bolted with 3/4 bolts

Number of Breasthooks 3 of Iron Pointers one of Iron Crutches -

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. Treenails of English oak How Made Turned

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

Her Masts, Yards, &c. are in new condition, and sufficient in size and length.

| She has SAILS. | | CABLES, &c. | | ANCHORS, and their weights. | |
|------------------|--------------------------|---------------------------|----------|-----------------------------|--------------------------|
| N ^o . | | | Fathoms. | Inches. | N ^o . Weight. |
| | Fore Sails, | Chain | | | Bower, |
| | Fore Top Sails, | Hempen Stream Cable | | | |
| | Fore Topmast Stay Sails, | Hawser | | | Stream, |
| | Main Sails, | Towlines | | | |
| | Main Top Sails, | Warp | | | Kedge, |
| and | | All of _____ quality. | | | |

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has _____ Long Boat and _____

The present state of the Windlass is new Capstan new Rudder all new Pumps _____

General Remarks—Statement and Date of Repairs.

*Mr Sparrow Requests me to Report the Hull of his
new vessel for the purpose of making sale of her
This vessel has been about 18 months building
and Remarkable well fastened in every part.*

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

I am of opinion this Vessel should be Classed A 7 years

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

July Special£ : : Not Paid

Certificate (if required)£ : :

Committee's Minute 22nd July 1856

Character assigned A 7 years



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