

No. 291 Survey held at Wexford Date 26th May 1857  
on the B.R. "Lancashire Witch" Master James Gonnall  
Tonnage Old New 118 Built at Wexford When built 1857 Launched February 1857  
By whom built Mr Robert Sparrow Owners Fisher Martin & Co  
Port belonging to Lancaster Destined Voyage Barrow  
If Surveyed while Building, Afloat, or in Dry Dock In Dock yard

Length aloft	Feet. <u>82</u>	Inches.	Extreme Breadth Outside	Feet. <u>20</u>	Inches.	Depth of Hold	Feet. <u>11</u>	Inches.
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>					
TIMBER AND SPACE	Inches.	Inches. Middle Inches. Ends	<b>Outside.</b>			<b>Inside.</b>		
Floors	sided <u>9</u>	Moulded <u>11</u> <u>9</u>	Garboard Strakes			Limber Strakes		
1st Foothooks	<u>8 1/2</u>	<u>9</u> <u>8</u>	Garboard to Bilge			Bilge Planks		
2nd Ditto	<u>8</u>	<u>8</u> <u>7</u>	Bilge Planks			Ceiling in Flat		
3rd Ditto	<u>7</u>	<u>7</u> <u>5 1/4</u>	Bilge to Wales			Ditto Bilge to Clamp		
Top Timbers	<u>7 1/2</u>	<u>7</u> <u>6 1/2</u>	Wales			Hold Beam Clamps		
Deck Beams N° Average Space	<u>4 feet</u>	<u>8</u> <u>8</u>	Topsides			Deck Beam Ditto		
Deck Beams, length amidships	<u>8</u>	<u>8</u> <u>6 1/2</u>	Sheer Strakes			Ceiling 'twixt Decks		
Hold Beams N° Average Space	<u>4 feet</u>	<u>8</u> <u>8</u>	Plank Sheers			Hold Beam Shelves		
Hold Beams, length amidships	<u>8</u>	<u>8</u> <u>6 1/2</u>	Water-Ways			Deck Beam Ditto		
Keel	<u>10</u>	<u>12</u> <u>12</u>	Upper Deck					
Scarphs of Ditto	<u>6 feet</u>	<u>14</u> <u>14</u>	Lower Deck					
Keelsons	<u>14</u>	<u>14</u> <u>14</u>	Upper Deck					
Scarphs of Ditto	<u>6</u>	<u>14</u> <u>14</u>						

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

Heel-Knee, and Deadwood abaft	Copper <u>7</u> Iron <u>1</u>	Transoms and throats of Hooks	Copper <u>1</u> Iron <u>1</u>	Hold Beam Bolts in	Waterway	Copper <u>3/4</u> Iron <u>3/4</u>
Scarphs of Keel <u>Copper</u> N° <u>2</u>	<u>7/8</u>	Arms of Hooks	<u>7/8</u>		Knees	<u>3/4</u>
Keelson Bolts through Keel at each Floor	<u>1 1/8</u>	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	<u>3/4</u>		Shelf or Clamp	<u>3/4</u>
Bolts through Heels of Timbers against Deadwood	<u>7/8</u>	Butt End Bolts	<u>5/8</u>	Deck Beam Bolts in	Waterway	<u>3/4</u>
		Pintles of the Rudder	<u>2</u>		Knees	<u>3/4</u>
					Shelf or Clamp	<u>3/4</u>
					Nails or Bolts in Flat of Deck	<u>3/4</u>
					Treenails	<u>3/4</u>

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 3/4 Inches. The Space between the Top-Timbers is 5 Inches.

The Floors consist of Brit Oak. The First Foothooks of Brit Oak Timber.

The Second Foothooks of Brit Oak. The Third Foothooks and Top Timbers of Brit Oak.

The Shifts of the First and Second Foothooks are not less than 3/2 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3/2.

The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared.

The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are well close together; their thickness not less than half of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. The Main Keel is pitch pine.

The Main Keelson is pitch pine and is free from all defects. The False Keelson is pitch pine.

The Stem, and Stern Post, consist of Brit Oak. The Transoms, Aprons, Knight Heads, and

Hawse Timbers of Brit Oak. Deadwood, of Brit Oak and are well free from all defects.

The Deck and Hold Beams consist of Brit Oak. The Breasthooks of Iron. The Knees of Iron.

**Planking Outside.**—From the Keel to the Height defined in Note to Table A or to the First Foothook Heads the Plank is Blue to first foothook heads.

From the above named Height to the Light Water Mark pitch pine.

From the Light Water Mark to the Wales pitch pine.

The Wales and Black-strakes are Green Heart & Brit Oak. The Topsides pitch pine.

The Sheer-strakes and Plank-sheers pitch pine. The Water-ways { Upper Deck yellow pine Lower Deck pitch pine waterways

The Decks are being carefully laid. State of new.

The Shifts of the Planking are not less than 6 Feet 6 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 between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are pitch pine.

The Ceiling, Lower Hold, and between Decks pitch pine. Shelf Pieces and Clamps pitch pine.

**Fastenings.**—To Hold Beams

Deck Beams all Iron Staple Iron pieces all carefully bolted with 5/8 bolts

5 pair of Iron Straining pieces between upper masts extending 8 floors

Number of Breasthooks three Pointers two Crutches

Butts End Bolts are of yellow metal in the Bottom, and two Bolt in each Butt End through and clenched.

Bilge and Limber Strakes well bolted through and clenched. Treenails of Brit Oak 1 1/2 How Made Tuna

Thickstuff over Double Floors well bolted through and clenched. General Quality of Workmanship very good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature W. D. Doherty Surveyor's Signature W. D. Doherty

WEX 1031-0190



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .				Fathoms.	Inches.	N <sup>o</sup> .	Weight.
2	Fore Sails,	Chain .....	150	1 1/2	Bower, .....	2	10 Cwt
1	Fore Top Sails,	Hempen Stream Cable .....	65	6			8 Cwt
1	Fore Topmast Stay Sails,	Hawser .....	40	4	Stream, .....	1	3 2-10
1	Main Sails,	Towlines .....	30	3			
1	Main Top Sails,	Warp .....			Kedge, .....	1	1 3-14
and <u>well formed</u> other			All of <u>good</u> quality.				

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

She has one good Long Boat and one Stern boat

The present state of the Windlass is patent Capstan Winch Rudder good Pumps two Iron pumps new

### General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>February 1856</u>
	2nd. When the Beams are put in, &c.	<u>October 1856</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>March 1857</u>

*The frame of this vessel throughout is of sound timber well wrought & shipt. The quality of planking is all good, throughout well wrought & shipt. Clear of war or defects. M.D.*

Present condition of Caulking of Bottom, very good Deck, very good and Waterways very good

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed A' 9 years

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

Special .....£ : :

Certificate ....£ : 2 : 6

Committee's Minute 29 May 1857

Character assigned A' for 9 years

*M. D. Surveyor*



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