

Rec 6/10/59

No. 335 Survey held at Wexford Date 5th October 1859
 on the Schooner "Intrepid" Master John Roach
 Tonnage Old - Built at Wexford When built 1859 Launched Sept. 1859
 By whom built Mr Robert Sparrow Owners John J. Devereux
 Port belonging to Wexford Destined Voyage Dublin
 Surveyed while Building, Afloat, or in Dry Dock -

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
	6	7		18			9	
Scantlings of Timber.			Thickness of Plank.					
TIMBER AND SPACE		Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors	sided	20	Moulded	1 1/2	Garboard Strakes	2 1/4	Limber Strakes	3
1 st Foothooks	"	8	"	1 1/2	Garboard to Bilge	2 1/4	Bilge Planks	3
2 nd Ditto	"	16	"	1 1/2	Bilge Planks	3	Ceiling in Flat	2 1/2
3 rd Ditto	"	16	"	1 1/2	Bilge to Wales	2 1/4	Ditto Bilge to Clamp	1 1/2
Top Timbers	"	6	"	5 1/2	Wales	3	Hold Beam Clamps	1
Deck Beams N ^o 16	Average Space } 4 feet	1	"	4 1/2	Topsides	3	Deck Beam Ditto	3
Deck Beams, length amidships	"	1	"	4 1/2	Sheer Strakes	3	Ceiling 'twixt Decks	2 1/2
Hold Beams N ^o -	Average Space }	-	"	-	Plank Sheers	2 1/2	Hold Beam Shelves	-
Hold Beams, length amidships	"	-	"	-	Water-Ways { Upper Deck	4 1/2	Deck Beam Ditto	-
Keel	"	10	"	13	Lower Deck	2 1/2		
Scarphs of Ditto	"	12	"	14	Upper Deck	2 1/2		
Keelsons	"	12	"	14				
Scarphs of Ditto	"	12	"	14				

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

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 3 1/4 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 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 well squared from the First Foothook Heads upwards, and free free from sap, and from thence downwards, the

frame is quite sound

The alternate Frames are also 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 Ac Butt at each end of the chock. The Main Keel is of Pitch Pine & Blue

The Main Keelson is Pitch Pine and quite free from all defects. The False Keelson is Oak

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 quite 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 } the Plank is Blue

or to the 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 Pitch Pine The Topsides Pitch Pine

The Sheer-strakes and Plank-sheers Pitch Pine The Water-ways { Upper Deck Pitch Pine

The Decks Yellow Pine State of New Lower Deck -

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, 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 -

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Deck Beams well secured with a pair of Iron Hanging Ropes to each beam, well bolted, & four pairs extending down to floors with two bolts in each
 Number of Breasthooks Three Pointers - Crutches -
 Butts End Bolts are of one Iron in the Bottom, and one Bolt in each Butt End through and clenched.
 Bilge and Limber Strakes well bolted through and clenched. Treenails of Brit. Oak How Made Turned
 Thickstuff over Double Floors - 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 - Surveyor's Signature W. J. Devereux

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 .	Weight.
2	Fore Sails,		Chain	150	7/8	Bower,	2-6-2-2
1	Fore Top Sails,		Hempen Stream Cable	75	7/8	5 inches	
1	Fore Topmast Stay Sails,		Hawser	75	3	Stream,	1-2-2-1
1	Main Sails,		Towlines				
1	Main Top Sails,		Warp	75	2	Kedge,	1-1-2
and <u>some spare sails</u>		All of <u>good</u> quality.					

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

She has one tree Long Boat and and is fully equipped

The present state of the Windlass is new Capstan winch Rudder new 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>On February 1859</u>
	2nd. When the Beams are put in, &c.	<u>On 21st May 1859</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>On 30th August 1859</u>

The Frame of this vessel throughout is of sound timber - well wrought & shifted. The Quality of Planking is all good throughout, well wrought & shifted, clear of sap or defects. - Commenced in January 1859 - and was Launched September 1859 - Surveyed the following dates - Febry 1859 & May 1859 - in August 1859 - Her general appearance is good & substantial throughout.

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 - - - - -

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,

Special£ : : :

Certificate£ : 2 : 6 -

Committee's Minute 7th October 1859

Character assigned 1 for 9 Years
A. D.



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