

No. 1334 Survey held at Wexford Date 17th December 1859
 on the Schooner - "Concord" Master Ac Murphy
 Tonnage Old - Built at Wexford When built 1859
 By whom built Robert Sparrow Owners Mr Hamlet
 Port belonging to Balbriggan - Destined Voyage Newport
 If Surveyed while Building, Afloat, or in Dry Dock port of Dublin

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.	
Length aloft	80		Extreme Breadth	20	9	Depth of Hold	9	6	
Scantlings of Timber.			Thickness of Plank.						
Room and Space	Inches.		Inches.	Inches.		Outside.	Inches.	Inside.	Inches.
Floors.....	sided 23		Moulded 12	9		Keel to Bilge	2 1/2	Limber Strakes	3
1 st Foothooks.....	" 9 1/4		" -	8		Bilge Planks	3 1/4	Bilge Planks	3 1/2
2 nd Ditto.....	" 8 1/4		" -	4		Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
3 rd Ditto.....	" 4 1/2		" -	5 1/2		Wales	4	Ditto Bilge to Clamp	2 1/4
Top Timbers	" 6		" -	4 1/2		Short Hoods	4	Hold Beam Clamps	
Deck Beams N ^o 14	Average Space } 4 feet		" 8	8	6 1/2	Topsides	3	Deck Beam Ditto.....	5
Hold Beams N ^o -	Average Space }		" -	-	-	Sheer Strakes	3 1/2	Ceiling 'twixt Decks	2 1/2
Keel	" 11		" 13	-	-	Plank Sheers.....	2 1/2	Hold Beam Shelves	-
Keelsons	" 13 1/2		" 13 1/2	-	-	Water-Ways	5	Deck Beam Ditto.....	-
Scarphs of Ditto	" none					Upper Deck	-		

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

Heel-Knee, and Deadwood abaft	Copper Inches. <u>—</u> Iron Inches. <u>1 1/4</u>	Transoms and throats of Hooks	Copper Inches. <u>—</u> Iron Inches. <u>1 1/4</u>	Lower Pintle of the Rudder	Copper Inches. <u>—</u> Iron Inches. <u>2 1/2</u>
Scarphs of Keel N ^o . <u>1</u>	<u>1/2</u>	Arms of Hooks	<u>7/8</u>	Hold Beam	<u>—</u>
Floor Timber Bolts	<u>1 1/8</u>	Bolts thro' Bilge & Limber Strakes	<u>5/8</u>	Deck Beam	<u>1 1/8</u>
Kelson ditto	<u>1 1/8</u>	Butt End Bolts	<u>5/8</u>		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 3/4 Inches. The Space between the Top-timbers is 4 1/4 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 English Oak The First Foothooks of English Oak Timber. The Second Foothooks of English Oak The Third Foothooks of English Oak The Top Timbers of English Oak The Shifts of the first and second Foothooks are not less than 3 feet 6 inches N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 feet 10 inches 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 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 3 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 Pitch pine and free from all defects. The False Keelson is — The Deck Beams consist of English Oak The Hold Beams of — The Knees of Pine

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is European Elm 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 Pitch pine and Plank-sheers Pitch pine The Water-ways Pitch pine The Decks Yellow pine State of New The Shifts of the Planking are not less than 4 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 three strakes between

Planking Inside.—The Limber-strakes are Pitch Pine the Bilge Planks Pitch pine The Ceiling, Lower Hold, Pitch Pine Between Decks Pitch Pine Shelf Pieces Pitch pine Clamps Pitch Pine

Fastenings.—To Hold Beams — Deck Beams Iron Nails Housing one pair to each beam extending down to flooring heads with a bolt in each floor head Number of Breasthooks Three — Pine Pointers one pair iron Crutches one pair iron Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes Copper bolted through and clenched. Treennails 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 M O'Donoghue

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 .		<i>Round</i>	Fathoms. Inches.	N ^o .	Weight.
2	Fore Sails,	Chain	150 1/2	Bower,	2 56.3.14
1	Fore Top Sails,	Hempen Stream Cable	80 1/2 4 1/2	Stream,	1 3.0.23
1	Fore Topmast Stay Sails,	Hawser		Kedge,	1 1.2.12
1	Main Sails,	Towlines	80 3		
1	Main Top Sails,	Warp	80 2 1/2		
and <i>well found in the</i>		All of			
		quality.			

Her Standing and Running Rigging Best Patent rope & sufficient in size and very good in quality.

She has one good Long Boat and is fully equipped with everything

The present state of the Windlass is Patent Capstan Swivel Rudder Star Pumps Two Don pumps

General Remarks—Statement and Date of Repairs.

The frame of this vessel throughout is of sound timber well wrought & shifted, — The Quality of the Plank is all good throughout & very well wrought & shifted clear of sap or defect, — Commenced building in July 1858 — and Launched 22nd November 1859 — Surveyed in the following Dates — 25th November 1858 — & 20th of January 1859 — & April 18th 1859 — Her general appearance is firm & substantial throughout, —

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

I am of opinion this Vessel should be Classed A¹ for 9 years

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

Special£ - : - :

Certificate (if required)£ : 2 : 6 -

Committee's Minute 20th December 1859

Character assigned A¹ for 9 years



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