

No. 366 - Survey held at Wexford Date 18th May 1863 366
 in the Schooner, Pro Lem, "Star of East" Master Mr. J. J. O'Neil
 Old Now "Morning Light"
 Tonnage New 78 Built at Wexford When built 1862 & 1863 Launched 18th May 1863
 by whom built Mr. J. J. O'Neil Owners Mr. J. J. O'Neil
 port belonging to Wexford Destined Voyage Slavally
 Surveyed while Building, Afloat, or in Dry Dock Surveyed while building Builders

Length aloft 28 Feet. 8 Inches. Extreme Breadth 19 Feet. 0 Inches. Depth of Hold 9 Feet. 0 Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	<u>8 1/2</u>	Moulded	<u>8 1/2</u>	Keel to Bilge	<u>2 1/4</u>	Limber Strakes	<u>3 1/2</u>
1 st Foothooks.....	<u>8 1/2</u>	"	<u>8 1/2</u>	Bilge Planks	<u>3</u>	Bilge Planks	<u>3 1/2</u>
2 nd Ditto.....	<u>8</u>	"	<u>8</u>	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>2 1/2</u>
3 rd Ditto.....	<u>8</u>	"	<u>8</u>	Wales	<u>3</u>	Ditto Bilge to Clamp	<u>2</u>
Top Timbers	<u>14</u>	"	<u>6</u>	Short Hoods	<u>3</u>	Hold Beam Clamps	<u>—</u>
Deck Beams N ^o <u>13</u> Average Space } <u>4 feet</u>	<u>8</u>	"	<u>8</u>	Topsides	<u>2 1/2</u>	Deck Beam Ditto	<u>4 1/2</u>
Hold Beams N ^o — Average Space }	<u>—</u>	"	<u>—</u>	Sheer Strakes	<u>3</u>	Ceiling 'twist Decks	<u>2</u>
Keel	<u>9</u>	"	<u>13</u>	Plank Sheers	<u>2 1/2</u>	Hold Beam Shelves	<u>—</u>
Keelsons	<u>12</u>	"	<u>12</u>	Water-Ways	<u>3</u>	Deck Beam Ditto	<u>—</u>
Scarpes of Ditto	<u>12</u>	"	<u>12</u>	Upper Deck	<u>2 1/2</u>		

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

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, consist of Second hand Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of East County Oak Second hand and are Quite free from all defects. The Floors consist of East County Oak Second hand The First Foothooks of East County Oak Second hand Timber. The Second Foothooks of Second hand Oak The Third Foothooks of — The Top Timbers of Second hand East County 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 three half feet The Frame is well squared from the first Foothook Heads upwards, and Quite free from sap, and from thence downwards, the frame is very good 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 Second hand Pine and free from all defects. The False Keelson is — The Deck Beams consist of Lauch 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 Second hand Oak From the above named Height to the Light Water Mark Red pine New From the Light Water Mark to the Wales Red pine New The Wales and Black-strakes are Red pine New The Topsides Red pine New The Sheer-strakes Red pine New and Plank-sheers Red pine New The Water-ways Red pine New The Decks Yellow pine New 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 well between

Planking Inside.—The Limber-strakes are Second hand pitch pine the Bilge Planks Oak & pitch pine The Ceiling, Lower Hold, Second hand East County Oak Between Decks New of pitch pine Shelf Pieces — Clamps New pitch pine

Fastenings.—To Hold Beams — Deck Beams Iron Bars hanging extending down to bulges - one to each beam, with one staple piece to each beam well bolted & fastened with rivets Number of Breasthooks None Iron Pointers one pair Iron Crutches One Iron Butts End Bolts are of Iron one in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes 1/2 bolted through and clenched. Treenails of English oak How Made Second General Quality of Workmanship Is Very good - all through the ship

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature J. J. O'Neil Surveyor's Signature J. J. O'Neil

Her Masts, Yards, &c. are in _____ 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	120	60 1/4	1	60-1
1	Fore Top Sails,		Hempen Stream Cable	60	3	1	4-0
1	Fore Topmast Stay Sails,		Hawser			1	2
1	Main Sails,		Towlines	60	4	1	1.8-1
1	Main Top Sails,		Warp			1	1-0
and some spare sails			All of good quality.				

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

She has One New boat Long Boat and fully Equipped with stoves

The present state of the Windlass is Patent Capstan Wheel Rudder new Pumps Two Din new

General Remarks—Statement and Date of Repairs.

The Frame of this Vessel Threemast is of Sound Timber well wrought & shipt—The Quality of the planking is all good throughout well wrought & shipt free from spots or defects—This Vessel has been about eight months building & has been surveyed by me every month while building & her general appearance is good & substantial Threemast.

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

I am of opinion this Vessel should be Classed A 1 1/2 years

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

Special£ : :

Certificate (if required)£ : 10 : 0 X 2/6

Committee's Minute 26th May 1883

Character assigned A 1 for 4 years MA



© 2021

Lloyd's Register
Foundation