

No. 761 Survey held at Cork Date 18<sup>th</sup> September 1848  
 on the Brig "Boice" Master George Hewan  
 Tonnage 172 Built at Wm Edw. Shaw When built July 1848  
 By whom built not named Owners Robert Stoker  
 Port belonging to Cork Destined Voyage Coasting  
 If Surveyed Afloat or in Dry Dock on the Bank

Length aloft	Feet. 18	Inches. 3	Extreme Breadth	Feet. 19	Inches. 5	Depth of Hold	Feet. 12	Inches. 7
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>					
Timber and Space	each	2 1/2	Inches. Middle	Inches. Ends	<b>Outside.</b>	Inches.	<b>Inside.</b>	Inches.
Floors	sided	11	Moulded	12	Keel to Bilge	3	Foot Waling	1
1 <sup>st</sup> Foothooks	"	10	"	"	Bilge Planks	5	Bilge Planks	2 1/2
2 <sup>nd</sup> Ditto	"	9	"	7 1/2	Bilge to Wales	3	Ceiling in Flat	2 1/2
3 <sup>rd</sup> Ditto	"	9	"	6 1/2	Wales	4 1/2	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	9	"	6 3/4	Topsides	3	Hold Beam Clamps	4 1/2
Deck Beams N <sup>o</sup> . of 17	"	9 1/2	"	9 1/2	Sheer Strakes	3 1/2	Deck Beam Ditto	1 1/2
Hold Beams N <sup>o</sup> . of 4	"	10 1/2	"	10 1/2	Plank Sheers	3 1/2	Ceiling 'twixt Decks	2 1/2
Keel	"	10	"	11 1/2	Water-Ways	7 1/2	Hold Beam Shelves	
Kelsons	"	11	"	2 1/2	Upper Deck	3	Deck Beam Ditto	
<b>Copper or Iron.</b>			<b>Size of Bolts in Fastenings, distinguishing whether</b>			<b>Iron.</b>		
Heel-Knee, and Dead Wood abaft		1	<b>Copper or Iron.</b>					
Scarphs of Keel N <sup>o</sup> .		7 1/2	Bolts thro' the Bilge and Foot Waling		3/4	Hold Beam		3/4
Floor Timber Bolts		1	Butt End Bolts		5/8	Deck Beam		3/4
Kelson ditto		1	Lower Pintle of the Rudder		2			
Transoms and throats of Hooks		1						
Arms of Hooks		7 1/2						

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is 2 3/4 Inches. The Stem, Stern Post, are composed of Black Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Spruce & Birch and are free from all defects. as far as can be seen  
 The Floors and first Foothooks are composed of Black Birch Timber.  
 The other Foothooks and Top Timbers of Spruce  
 The Shifts of the first and second Foothooks are not less than                      N. B. When less than prescribed by the Rule, state how many.  
 The rest of the Shifts of the Frame are not seen  
 The Frame is            squared from the first Foothook Heads upwards, and            free from sap, and from thence downwards, the frame is             
 The alternate Frames are            bolted together. N. B. If not, state how bolted.  
 The Butts of the Timbers are            close together; their thickness not less than            of the entire moulding at that place.  
 The Frame is cross chocked with no Butt at each end of the chock. where seen  
 The Main Kelson is composed of Black Birch and the False Kelson of Black Birch  
 The Scarphs of the Kelsons are not less than four feet three inches.  
 The Deck and Hold Beams are composed of Spruce  
**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Black Birch  
 From the first Foothook Heads to the Light Water Mark of             
 From the Light Water Mark to the Wales of Black Birch & Spruce  
 The Wales and Black-strakes are of Spruce & Birch The Topsides of Spruce  
 The Sheer-strakes and Plank-sheers of Spruce The Water-ways of Spruce  
 The Decks of Spruce State of good  
 The Shifts of the Planking are not less than four 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 two Planks between  
**Planking Inside.**—The Limber-strakes are composed of Black Birch the Bilge Planks of Black Birch  
 The Ceiling, Lower Hold, of Black Birch & Spruce Between Decks of Spruce  
 Shelf Pieces of none Clamps of Spruce  
**Fastenings.**—To Hold Beams Sizable broad lagging pieces & one Bolt through each end & Spruce  
 Deck Beams Sizable broad lagging pieces & one Bolt through each Beam End and Waterways  
 Number of Breasthooks Three Pointers one aft & one fore Crutches none  
 Butts End Bolts are of iron in the Bottom, and one Bolt in each Butt End through and clenched.  
 Bilge and Footwaling iron bolted through and clenched.  
 General Quality of Workmanship           

We certify that the preceding is a correct description of the above-named Vessel,  
 Builder's Name            Surveyor's Name Henry Stanger



Her Masts, Yards, &c. are in Good 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> .	
1	Fore Sails,	120	Chain .....	1	2	Bower, 9-2-8 & 7-1-20
1	Fore Top Sails,	85	Hempen Stream Cable .....	1	1	Stream, 1-2-2
2	Fore Topmast Stay Sails,	90	Hawser .....	5		Kedge, to be supplied in Caskey
1	Main Sails,		Towlines .....			
2	Main Top Sails,		Warp .....			
and all of Best Canvas			All of <u>Good</u> quality.			

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

She has one Long Boat and oneolly

The present state of the Windlass is Good Capstan which is and Rudder Good

**General Remarks—Statement and Date of Repairs.**

Vessel opened as per Rule Inside  
A great many extra trenails driven on each side  
in the Bottom, also several Butt Bolts through and  
clenched on each side and the Hull caulked.

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done                     

I am of opinion this Vessel should be Classed Four Years S.S.

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

Special 1 : 1 : 0

Certificate (if required) .....£ : 5 : 0

Committee's Minute 3<sup>rd</sup> Oct 1848

Character assigned                     



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