

No. 177 Survey held at Dublin Date March 12th 1838
 on the Brig Hiburnia Master James Quinn
 Tonnage 223⁵⁷⁰/₃₅₀₀ Built at P.E. Island When built July 1837
 By whom built _____ Owners Richard & Mary Allen
 Port belonging to Wexford Destined Voyage S. John N.B.
 # Surveyed Afloat or in Dry Dock _____

Length aloft.....^{Feet.}83^{Inches.}3/10 Extreme Breadth^{Feet}22^{Inches.}2/0 Depth of Hold^{Feet.}15^{Inches.}4/10

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	<u>2 1/2</u>		
Floors..... sided	<u>11</u>	<u>Moulded</u>	<u>12 10</u>
1 st Foothooks..... "	<u>10</u>	"	<u>10</u>
2 nd Ditto..... "	<u>9</u>	"	<u>8 1/2</u>
3 rd Ditto..... "		"	
Top Timbers	<u>8 1/2</u>	"	<u>7 5</u>
Deck Beams... Number of <u>18</u>	<u>9 1/2</u>	"	<u>9 1/2 8</u>
Hold Beams... Do... Do... <u>11</u>	<u>9 1/2</u>	"	<u>9 1/2 8</u>
Keel	<u>12</u>	"	<u>13 1/2</u>
Kelsons	<u>12</u>	"	<u>9</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge		Foot Waling.....	<u>3 1/2</u>
Bilge Planks		Bilge Planks	<u>3 1/2</u>
Bilge to Wales	<u>3</u>	Ceiling in Flat	<u>2 1/2</u>
Wales	<u>5</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Topsides	<u>3</u>	Hold Beam Clamps	<u>4</u>
Sheer Strakes	<u>3 1/2</u>	Deck Beam Ditto.....	<u>4 1/2</u>
Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks	<u>2 1/2 3</u>
Water-ways	<u>6 1/4</u>	Hold Beam Shelves	—
Upper Deck	<u>3</u>	Deck Beam ditto	—

Size of Bolts in Fastenings.

Copper.	Inches	Copper.	Inches	Iron.	Inches
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling.....	<u>3/4</u>	Hold Beam.....	<u>3/4</u>
Scarpsh of Keel.....N°.		Butt End Bolts	<u>5/8</u>	Deck Beam	<u>3/4</u>
Floor Timber Bolts.....		Lower Pintle of the Rudder	—		
Kelson ditto.....				same in Iron above the Copper	<u>1/8</u> <u>3/4</u>
Transoms and throats of Hooks	<u>1/8</u>				
Arms of Hooks	<u>3/4</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is half Inches. The Space between the Top-timbers is two Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Black Birch and are — free from all defects.

Her Floors and first Foothooks are composed of Black Birch, Timber.

Her other Foothooks and Top Timbers of Spruce

Her Shifts of the first and second Foothooks are not less than _____ N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are _____

The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is where to be seen

The alternate Frames are — bolted together.

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

The Frame is — chocked with — Butt at each end of the chock.

The Main Kelson is composed of Black Birch and the False Kelson of Black Birch

The Scarpsh of the Kelsons are not less than 5 feet 6 inches.

The Deck and Hold Beams are composed of Spruce

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of —

From the first Foothook Heads to the Light Water Mark of _____

From the Light Water Mark to the Wales of Yellow Pine

The Wales and Black-strakes are of Red Pine

The Topsides of do—do—

The Sheer-strakes of Red Pine Decks, and state of, Yellow Pine & very good

The Gunwales of Black Birch Water-ways of Yellow Pine

The Shifts of the Planking are not less than 5 4 6 Feet — Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought three between. — the Stringers of _____

Planking Inside.—The Clamps are composed of Spruce

The Bilge Planks of Black Birch and the remainder of the Ceiling of Spruce & Pine

Fastenings.—To Hold Beams double lodging knees (Spruce)

Deck Beams Spruce

Number of Breasthooks five Pointers _____ Crutches _____

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship Good

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

Builder's Name _____

Surveyor's Name _____



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

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .
/	Fore Sail,	135	Chain	1 1/2	2
/	Fore Top Sail,	90	Hempen Stream Cable.....	1 3/4	
/	Fore Topmast Stay Sail,		Hawser		/
/	Main Sail,		Towlines		
2	Main Top Sails,	60	Warp	4	
and well found in small sails			All of <u>Good</u> quality.		

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

She has None Long Boat and one skiff and one jolly Boat

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

General Remarks—Statement and Date of Repairs.

This Vessel is nearly new having brought but two cargoes from P. E. Island, has been laid up in George Dock for the last two months, and is now purchased by the present owners into the Port of Wexford.

She is very well bound in the upper and lower deck beams with good Spruce knees, but the bottom appears to be only partially copper fasten'd, the bilges are well bolted and clinched on the inside, but none of the butt end bolts appear to come through, she is now on the patent ship, and has been caulk'd from the keel to the upper part of the wales, she lay badly in the river and started a few treenails, which have been bored out, but on examination I found that none of them went more than 4 inches into the timber. I suggested to Mr. Allen who is acting for the owners that the vessel require fastening, particularly by the butt ends ends, he inform'd me that it was their intention to put her on the ship at Wexford and give her iron knees where require'd, and to refasten her in the fall of the year, which I consider she requires. She is deficient of one Bower Anchor, one stream &c stream cable & hawser—has no spare foresail, foretopmast stay sail and no long boat. I have given the owners notice of the same which has not been attended to.

If Sheathed, Doubled, or Felted, Single bottom

and Date when last done

And of opinion this Vessel should be Classed

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

1.. 1.. 0 Letter 20/7/38
3.. 3.. 0 Short Fee shob 3.3—Write C. M.

Committee Minute 30 March 1838

Character assigned Clipping deferred



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