

No. 58 Survey held at Wesford Date 20th November 1840
 on the Brig Native Master Captain Murphy
 Tonnage 184 Built at Wesford When built October 30th 1840
 By whom built Mr Hindstone Owners Breen & Devereux
 Port belonging to Wesford Destined Voyage London
 If Surveyed Afloat or in Dry Dock Surveyed while building -
See London Survey No 7055 Classed 4 D

Length aloft	83	Feet. Inches.	Extreme Breadth	24	Feet. Inches.	Depth of Hold	12	Feet. Inches.	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space	each	12			Outside.		Inside.		
Floors	sided	13	Moulded	13	10	Keel to Bilge	2	Foot Waling	3 1/2
1st Foothooks	"	9 1/2	"	10	9	Bilge Planks	7	Bilge Planks	5
2nd Ditto	"	9 1/2	"	9	8	Bilge to Wales	3	Ceiling in Flat	3
3rd Ditto	"	7 1/2	"	8	6 1/2	Wales	5	Ditto Bilge to Clamp	3
Top Timbers	"	7	"	6	5	Topsides	2 1/4	Hold Beam Clamps	4
Deck Beams	N ^o . of	13	"	13	9	Sheer Strakes	3 1/4	Deck Beam Ditto	4
Hold Beams	N ^o . of	11	"	11	7	Plank Sheers	3	Ceiling 'twixt Decks	3
Keel	"	12	"	10	12	Water-Ways	4	Hold Beam Shelves	4
Kelsons	"	14	"	14	13	Upper Deck	3	Deck Beam Ditto	4
Copper.			Size of Bolts in Fastenings.						
Heel-Knee, and Dead Wood abaft		1 1/8			Copper.		Iron.		
Scarphs of Keel	N ^o . /	3/8	Bolts thro' the Bilge and Foot Waling		5/8	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		1 3/4	same in Iron above the Copper			
Transoms and throats of Hooks		1							
Arms of Hooks		3/4							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1/2 Inches. in The Space between the Top-timbers is 3/4 Inches. The Stem, Stern Post, are composed of British oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Belgian oak and are quite free from all defects.

The Floors and first Foothooks are composed of Elm Timber.
 The other Foothooks and Top Timbers of Foothooks British oak top timbers some of N. B. pine Belian oak
 The Shifts of the first and second Foothooks are not less than 3 feet N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are 3 feet

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 & very little sap
 The alternate Frames are quite bolted together. N. B. If not, state how bolted. The entire of the frame is bolted together
 The Butts of the Timbers are quite close together; their thickness not less than 1/2 of the entire moulding at that place.

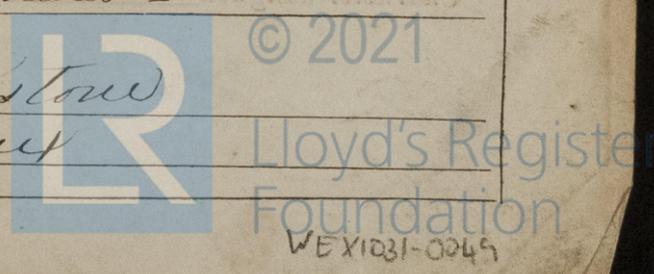
The Frame is well chocked with square Butt at each end of the chock.
 The Main Kelson is composed of N. B. Pine and the False Kelson of N. white oak
 The Scarphs of the Kelsons are not less than — feet — inches. one piece or one length
 The Deck and ~~Hold~~ Beams are composed of N. Black Spruce, Hold beams of N. white oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of N. Elm
 From the first Foothook Heads to the Light Water Mark of N. Red pine
 From the Light Water Mark to the Wales of N. Red pine
 The Wales and Black-strakes are of N. Red pine The Topsides of N. Red pine
 The Sheer-strakes and Plank-sheers of British oak The Water-ways of N. Red pine
 The Decks of N. Red pine State of best Quality
 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 —

Planking Inside.—The Limber-strakes are composed of N. white oak the Bilge Planks of N. white oak
 The Ceiling, Lower Hold, of N. Red pine Between Decks of N. Red pine
 Shelf Pieces of N. Red pine Clamps of N. Red pine

Fastenings.—To Hold Beams Four bolted pieces to each beam - well secured
 Deck Beams Four wood - pieces to each beam
 Number of Breasthooks Three Pointers Two forward & two aft Crutches one aft
 Butts End Bolts are of 5/8 copper in the Bottom, and one Bolt in each Butt End through and clenched.
 Bilge and Footwaling one in each bolted through and clenched. foothook one in each floor of 3/4 copper
 General Quality of Workmanship very good through & clenched

We certify that the preceding is a correct description of the above-named Vessel.
 Builder's Name Mr Hindstone
 Surveyor's Name Mark Devereux



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	180	Chain	1 1/3	Bower,
1	Fore Top Sails,	90	Hempen Stream Cable	7	Stream,
1	Fore Topmast Stay Sails,	75	Hawser	5	Kedge,
2	Main Sails,	85	Towlines	4	
2	Main Top Sails,	90	Warp	3	
		All of <u>good</u> quality.			

and is well found in other Sails

Her Standing and Running Rigging all new and sufficient in size and very best in quality.

She has one new Boat Long Boat and one stern boat new corvid built

The present state of the Windlass is good Capstan good and Rudder new

General Remarks—Statement and Date of Repairs.

Charles Graham Esq
 2 White Lion Court Lane St. Pauls
 Lloyd's Register London

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

I am of opinion this Vessel should be Classed A 1 7 years

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

Committee's Minute 22nd Jan 4 1844

Character assigned A 1

