

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

58

Length aloft	85	Feet.	Inches.	Extreme Breadth	24	Feet.	Inches.	Depth of Hold	12	Feet.	Inches.
<b>Scantlings of Timber.</b>											
Timber and Space	each	12	Inches.								
Floors	sided	13	Moulded	13	10						
1st Foothooks	"	9 1/2	"	10	9						
2nd Ditto	"	9 1/2	"	9	8						
3rd Ditto	"	7 1/2	"	8	6 1/2						
Top Timbers	"	7	"	6	5						
Deck Beams	N <sup>o</sup> . of	13	"	13	9						
Hold Beams	N <sup>o</sup> . of	11	"	11	7						
Keel	"	12	"	10	12						
Kelsons	"	14	"	14	13						
<b>Thickness of Plank.</b>											
<b>Outside.</b>						<b>Inside.</b>					
Keel to Bilge		2				Foot Waling		3 1/2			
Bilge Planks		7				Bilge Planks		5			
Bilge to Wales		3				Ceiling in Flat		3			
Wales		5				Ditto Bilge to Clamp		3			
Topsides		2 1/4				Hold Beam Clamps		4			
Sheer Strakes		3 1/4				Deck Beam Ditto		4			
Plank Sheers		3				Ceiling 'twixt Decks		3			
Water-Ways		4				Hold Beam Shelves		4			
Upper Deck		3				Deck Beam Ditto		4			
<b>Size of Bolts in Fastenings.</b>											
<b>Copper.</b>						<b>Iron.</b>					
Heel-Knee, and Dead Wood abaft		1 1/8				Hold Beam		3/4			
Scarp of Keel	N <sup>o</sup> . /	3/8				Deck Beam		3/4			
Floor Timber Bolts		1									
Kelson ditto		1									
Transoms and throats of Hooks		1									
Arms of Hooks		3/4									
Bolts thro' the Bilge and Foot Waling						same in Iron above the Copper					
Butt End Bolts											
Lower Pintle of the Rudder											

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. in The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, are composed of British oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British 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 M. R. pine British 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 M. R. Pine and the False Kelson of M. 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 M. Black Spruce, Hold beams of M. white oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of M. Elm

From the first Foothook Heads to the Light Water Mark of M. Red pine

From the Light Water Mark to the Wales of M. Red pine

The Wales and Black-strakes are of M. Red pine The Topsides of M. Red pine

The Sheer-strakes and Plank-sheers of British oak The Water-ways of M. Red pine

The Decks of M. 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 M. white oak the Bilge Planks of M. white oak

The Ceiling, Lower Hold, of M. Red pine Between Decks of M. Red pine

Shelf Pieces of M. Red pine Clamps of M. 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 <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
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	
	and is well found in		All of <u>good</u> quality.		

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 Corvill built

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

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

*Chartered Graham & Co  
2 White Lion Court Lane St. Marks  
Lloyd's Register London*

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

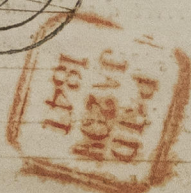
I am of opinion this Vessel should be Classed A 1 7 years

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

Special .....£ : :

Committee's Minute 22<sup>nd</sup> Jan 1844

Character assigned 1 A 1



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