

No. 63 - Survey held at Wexford Date 25th January 1842  
on the Brig Ellen Master Capt. Shill  
Tonnage 94 tons Built at Princ Edwards St When built 1825  
By whom built \_\_\_\_\_ Owners Mr Gaffney  
Port belonging to Wexford Destined Voyage Gloster  
If Surveyed Afloat or in Dry Dock Surveyed afloat  
Liverpool 307. Wexford 6. Clapod 2. A

Length aloft ..... 63 10 Feet. 10 Inches. Extreme Breadth ..... 19 8 Feet. 8 Inches. Depth of Hold ..... 10 11 Feet. 11 Inches.

**Scantlings of Timber.**  
Timber and Space..... each  
Floors..... sided  
1<sup>st</sup> Foothooks..... "  
2<sup>nd</sup> Ditto..... "  
3<sup>rd</sup> Ditto..... "  
Top Timbers..... "  
Deck Beams ....N°. of 24..... "  
Hold Beams ....N°. of 4..... "  
Keel..... "  
Kelsons..... "

Inches. Middle Ends  
Moulded 15 -  
12 -  
"  
"  
"  
"  
"  
"  
"  
"

**Thickness of Plank.**  
**Outside.** Inches. **Inside.** Inches.  
Keel to Bilge .....  
Bilge Planks .....  
Bilge to Wales .....  
Wales .....  
Topsides .....  
Sheer Strakes .....  
Plank Sheers.....  
Water-Ways.....  
Upper Deck ..... 3  
Foot Waling ..... 3  
Bilge Planks ..... 4  
Ceiling in Flat ..... 3  
Ditto Bilge to Clamp ..... 4  
Hold Beam Clamps .....  
Deck Beam Ditto.....  
Ceiling 'twixt Decks .....  
Hold Beam Shelves ..... Planks two 2x4  
Deck Beam Ditto..... 15

**Size of Bolts in Fastenings.**  
**Copper.** **Iron.** Inches. Inches.  
Heel-Knee, and Dead Wood abaft ..... 1 Iron Copper. Iron -  
Scarp of Keel.....N°. Bolts thro' the Bilge and Foot Waling ..... 1 Hold Beam ..... 1/8  
Floor Timber Bolts ..... 1 Butt End Bolts ..... 3/8 Deck Beam ..... 1/8  
Kelson ditto..... 1 Lower Pintle of the Rudder ..... 1  
Transoms and throats of Hooks ..... 3/4 } ..... all Iron ..... same in Iron above the Copper..... } same  
Arms of Hooks ..... 3/4 }

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are new free from all defects. The Floors and first Foothooks are composed of all black birch with English oak Timber. new & there The other Foothooks and Top Timbers of Spruce with some English oak all through 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 \_\_\_\_\_ 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 \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock. The Main Kelson is composed of Black birch and the False Kelson of Red pine in one butt The Scarphs of the Kelsons are not less than 5 feet 10 inches. one Scarph The Deck and Hold Beams are composed of Spruce the Hold beams yellow pine

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of no Elm From the first Foothook Heads to the Light Water Mark of Spruce From the Light Water Mark to the Wales of all Spruce The Wales and Black-strakes are of all Spruce The Topsides of Spruce The Sheer-strakes and Plank-sheers of Spruce The Water-ways of Spruce The Decks of yellow m pine new State of very good order The Shifts of the Planking are not less than \_\_\_\_\_ 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

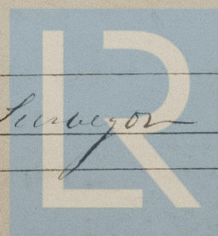
**Planking Inside.**—The Limber-strakes are composed of Elm the Bilge Planks of Elm and The Ceiling, Lower Hold, of yellow pine Between Decks of yellow pine new Shelf Pieces of \_\_\_\_\_ Clamps of Spruce

**Fastenings.**—To Hold Beams Two Pieces to each beam well bolted Deck Beams two Pieces to each beam stringer Number of Breasthooks four breast Hook Pointers \_\_\_\_\_ Crutches \_\_\_\_\_ Butts End Bolts are of \_\_\_\_\_ in the Bottom, and \_\_\_\_\_ Bolt in each Butt End through and clenched. Bilge and Footwaling well bolted through and clenched. in side General Quality of Workmanship \_\_\_\_\_

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

Builder's Name \_\_\_\_\_

Surveyor's Name \_\_\_\_\_



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Lloyd's Register Foundation



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,	130	Chain .....	one	2	Bower,	9 <sup>last</sup> weight Each Chain Anchor
1	Fore Top Sails,	70	Hempen Stream Cable .....	5	1	Stream,	—
2	Fore Topmast Stay Sails,		Hawser .....	—	1	Kedge,	—
2	Main Sails,		Towlines .....	—			
2	Main Top Sails,	70	Warp .....	3			
and <u>is very well found in other Sails</u>			All of <u>Good</u> quality.				

Her Standing and Running Rigging all new — sufficient in size and Good in quality.

She has one long boat Long Boat and one jolly boat

The present state of the Windlass is Good Capstan — and Rudder all new

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

This vessel is in the highest state of repair—  
having had a general repair in Milford some time  
ago, about two years, new stem aprons, night heads & breast  
Hooks, little wise new stem frame & transoms, new decks,  
& two hold beams, new sailing all over caulked all over &  
trussels from keel to gunwale, about bolt in each but—all  
through— & is stout staunch & strong fit to <sup>take</sup> cargo of dry  
& perishable goods to any part of Europe—  
This vessel is kept for the owner's own use to carry grain—  
to different parts of England, never goes abroad—  
Standing & running rigging all new—

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

I am of opinion this Vessel should be Classed \_\_\_\_\_

The Amount of the Fee.....£ : 10: is received by me, M. Deveney Surveyor

Special .....£ : :

Committee's Minute 28th Jan'y 1842

Character assigned Saved to H + 1

Rec'd repair  
all

Deferred  
all the Surveyor  
at Milford when he  
knows any more of them  
repairs during this year  
but repair