

No. 69 Survey held at Wexford Date July 27th 1842
 435 on the Brig Hibernia Master Capt. Quin
 Tonnage 223 tons Built at Lynov in Prince Edward Is. When built In year 1837
 By whom built - Owners Mr. Richard Allin
 Port belonging to Wexford Destined Voyage Dublin
 If Surveyed Afloat or in Dry Dock By Dry Dock
Dublin Nov 77. Classed 4 B

Length aloft		Fect.	Inches.	Extreme Breadth		Fect.	Inches	Depth of Hold		Fect.	Inches.
		83	3			22	-			15	4
Scantlings of Timber.											
Timber and Space..... each		Inches.		Inches.	Middle	Inches.	Ends				
Floors..... sided		12		5		4					
1 st Foothooks.....	"	13	Moulded	14							
2 nd Ditto.....	"	12	"								
3 rd Ditto.....	"	13	"	12		10					
Top Timbers	"	13	"	12		10					
Deck Beams N°. of 18	"	5	"								
Hold Beams N°. of 10	"	12	"	11		11					
Keel	"	14	"								
Kelsons	"	13	"	13		13					
	"	13	"	12		12					
Thickness of Plank.											
Outside.						Inches.	Inside.				
Keel to Bilge						2½	Foot Waling				
Bilge Planks						5	Bilge Planks				
Bilge to Wales						2½	Ceiling in Flat				
Wales						4	Ditto Bilge to Clamp				
Topsides						3	Hold Beam Clamps				
Sheer Strakes						3½	Deck Beam Ditto.....				
Plank Sheers.....						3½	Ceiling 'twixt Decks				
Water-Ways						4	Hold Beam Shelves				
Upper Deck						2½	Deck Beam Ditto.....				
Size of Bolts in Fastenings.											
Iron											
Heel-Knee, and Dead Wood abaft											
Scarphs of Keel.....N°. 2											
Floor Timber Bolts											
Kelson ditto											
Transoms and throats of Hooks											
Arms of Hooks											
Copper											
Bolts thro' the Bilge and Foot Waling.....											
Butt End Bolts											
Lower Pintle of the Rudder											
} same in Iron above the Copper.....											
Iron.											
Hold Beam											
Deck Beam											

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is close Inches. — The Space between the Top-timbers is 2 Inches. The Stem, Stern Post, are composed of Black birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Spence — and are good free from all defects. The Floors and first Foothooks are composed of Black birch all sound — Timber. The other Foothooks and Top Timbers of Spence — rather light scantling. The Shifts of the first and second Foothooks are not less than Quite Close N.B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Quite Close — & all appear Quite sound — The Frame is well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is Quite sound — The alternate Frames are also bolted together. — N.B. If not, state how bolted. The Butts of the Timbers are nearly close together; their thickness not less than 1/2 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 M. Oak - white The Scarphs of the Kelsons are not less than 5 feet 4 inches. The Deck and Hold Beams are composed of Spence

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Black bench
From the first Foothook Heads to the Light Water Mark of Black bench
From the Light Water Mark to the Wales of Spence
The Wales and Black-strakes are of Spence The Topsides of Spence
The Sheer-strakes and Plank-sheers of Spence The Water-ways of Spence
The Decks of Spence State of In a fair State
The Shifts of the Planking are not less than 5 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. general The Planking is wrought —

Planking Inside.—The Limber-strakes are composed of Black-bench the Bilge Planks of the Elm
The Ceiling, Lower Hold, of Spence Between Decks of Spence
Shelf Pieces of Spence Clamps of Spence

Fastenings.—To Hold Beams Four Spruce Nails to Each beam with eight Iron Nails at Each side
Deck Beams Four Spruce Nails to Each beam, with Iron Nails to every other beam
Number of Breasthooks Three Pointers Two Crutches Two
Butts End Bolts are of half Inch in the Bottom, and 1 Bolt in each Butt End through and clenched.
Bilge and Footwaling Half bolted through and clenched. all new
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

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	180	Chain		2	Bower,
1	Fore Top Sails,	60	Hempen Stream Cable	6	1	Stream, <i>of proper size</i>
2	Fore Topmast Stay Sails,	70	Hawser	4	1	Kedge,
2	Main Sails,	-	Towlines	-		
2	Main Top Sails,	65	Warp	-		
	and <i>very well found in</i>		All of _____ quality.			

Her Standing and Running Rigging are in very good sufficient in size and good in quality.

She has one Long Boat and one Stern boat -

The present state of the Windlass is New Capstan good and Rudder good -

General Remarks—Statement and Date of Repairs.

This vessel has been opened fore and aft & I find her frame quite sound in every part—she has had new beech planks in side & out fifty feet—long of the Elm all properly bolted & well secured in the best manner, likewise bent bolted, all other where required, & caulked all over, is well secured with Iron Nails according to the rules, the only fault is that she appears to strain about ^{the} Decks with heavy decks loads of Timber but very slightly, Thwarts & breast Hooks appear to be quite sound & well secured—all other Mast & Spars all in good order—& is fit to carry a cargo to any port of Europe not in its nature subject to damage—

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

I am of opinion this Vessel should be Classed AF 2 years

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, M. Deveney

Special£ : :

Committee's Minute 2nd August 1842

Character assigned FH 1 SS 3 Very Wth

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