

No. 69 Survey held at Wexford Date August 27<sup>th</sup> 1842  
 on the Brig Guat Master Captn Hughes  
 Tonnage 70 tons Built at Mary Port When built in the year 1822  
 By whom built \_\_\_\_\_ Owners Messrs Gafney & Codd  
 Port belonging to Wexford Destined Voyage London  
 If Surveyed Afloat or in Dry Dock Dry Dock

Length aloft .....		Feet. <u>57</u> Inches. <u>—</u>	Extreme Breadth .....		Feet. <u>17</u> Inches. <u>—</u>	Depth of Hold .....		Feet. <u>8</u> Inches. <u>6</u>
<b>Scantlings of Timber.</b>								
Timber and Space.....	each	Inches.		Inches.	Inches.			
Floors.....	sided	<u>9</u>	Moulded	<u>7 1/2</u>				
1 <sup>st</sup> Foothooks.....	"	<u>8</u>	"	<u>7 1/2</u>	<u>6</u>			
2 <sup>nd</sup> Ditto.....	"		"					
3 <sup>rd</sup> Ditto.....	"		"					
Top Timbers .....	"		"					
Deck Beams ....N°. of <u>9</u> .....	"	<u>11</u>	"	<u>10</u>	<u>9</u>			
Hold Beams ....N°. of <u>1</u> .....	"	<u>6</u>	"	<u>5</u>	<u>5</u>			
Keel .....	"	<u>8</u>	"	<u>8</u>				
Kelsons .....	"	<u>8</u>	"	<u>8</u>				
<b>Thickness of Plank.</b>								
						Inches.	<b>Inside.</b>	Inches.
<b>Outside.</b>								
Keel to Bilge .....						<u>2 1/2</u>	Foot Waling .....	<u>3</u>
Bilge Planks .....						<u>3 1/2</u>	Bilge Planks .....	
Bilge to Wales .....						<u>2 1/2</u>	Ceiling in Flat .....	<u>2</u>
Wales .....						<u>4</u>	Ditto Bilge to Clamp .....	
Topsides .....							Hold Beam Clamps .....	
Sheer Strakes .....							Deck Beam Ditto .....	<u>4</u>
Plank Sheers.....							Ceiling 'twixt Decks .....	<u>2</u>
Water-Ways .....							Hold Beam Shelves .....	
Upper Deck .....						<u>2</u>	Deck Beam Ditto.....	
<b>Size of Bolts in Fastenings.</b>								
<b>Copper.</b> <u>Iron</u>			Inches.	<b>Iron.</b>			Inches.	
Heel-Knee, and Dead Wood abaft .....				Hold Beam .....				
Scarphs of Keel.....N°.				Deck Beam .....				
Floor Timber Bolts .....								
Kelson ditto .....								
Transoms and throats of Hooks .....								
Arms of Hooks .....								
				same in Iron above the Copper.....				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, are composed of Black Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Black Birch and are free from all defects. The Floors and first Foothooks are composed of Black Birch Timber. The other Foothooks and Top Timbers of Birch & fine or yellow pine. 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 cannot see. 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. all closed up to oak. The Main Kelson is composed of oak and the False Kelson of \_\_\_\_\_. The Scarphs of the Kelsons are not less than 5 feet \_\_\_\_\_ inches. The Deck and Hold Beams are composed of oak beams some yellow pine & some oak in Elm & Birch. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Red pine. From the first Foothook Heads to the Light Water Mark of Red pine. From the Light Water Mark to the Wales of Red pine. The Wales and Black-strakes are of Red pine. The Topsides of Red pine. The Sheer-strakes and Plank-sheers of American oak. The Water-ways of Red pine. The Decks of yellow pine. State of good state. The Shifts of the Planking are not less than 4 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 \_\_\_\_\_ between the Bilge Planks of Birch. **Planking Inside.**—The Limber-strakes are composed of Black Birch. The Ceiling, Lower Hold, of yellow pine. Between Decks of yellow pine. Shelf Pieces of yellow pine. Clamps of \_\_\_\_\_. **Fastenings.**—To Hold Beams \_\_\_\_\_ Deck Beams Four oak pieces to each beam. Number of Breasthooks Three Pointers \_\_\_\_\_ Crutches \_\_\_\_\_. Butts End Bolts are of \_\_\_\_\_ in the Bottom, and 2 Bolt in each Butt End through and clenched. Bilge and Footwaling well bolted bolted through and clenched. General Quality of Workmanship Modelling.

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

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

Surveyor's Name H. Devenney





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 .....	7/8	2	Bower,	proper size
1	Fore Top Sails,	1/2	Hempen Stream Cable .....	1/2	1	Stream,	"
2	Fore Topmast Stay Sails,	50	Hawser .....		1	Kedge,	"
2	Main Sails,		Towlines .....				
2	Main Top Sails,	50 1/2	Warp .....				
and has some spare sails			All of <u>good</u> quality.				

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

She has one good Boat Long Boat and \_\_\_\_\_

The present state of the Windlass is good Capstan \_\_\_\_\_ and Rudder well secured

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

This vessel as far as can be seen, is in a fair state of repairs, having got a good deal of repairs some five or six years ago, such as some top timbers new plankings from the water's edge, upwards new decks & sealing all through water ways & gunwhales & stansons fore & aft, little more new work, treated & fastened all over, —  
all her decks & decks framed in in good order transoms & breast blocks in good state, have had a new mast & rigging lately, — I would consider this vessel as far as I can see, to be equal to a north American built vessel of second class - fit for to go short voyages not out of Europe, this vessel is always in the coasting trade. The owners generally keep her employed —

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

I am of opinion this Vessel should be Classed S.F.

The Amount of the Fee.....£ — : 10 : 0 is received by me, W. D. D. & Son  
Special .....£ : :

Committee's Minute 9<sup>th</sup> September 1842

Character assigned B. 1