

No. 73 Survey held at Wexford Date Sept. 20th 1842

on the Swift Schooner Master Capt. Nita

Tonnage 72 tons Built at River Edward's Isle When built 1832

By whom built Owners Richard Deane Esq.

Port belonging to Wexford Destined Voyage London

If Surveyed Afloat or in Dry Dock Dry Dock See Wexford notice Classed 4 R. Shipmaster

Length aloft 39 Feet. 11 Inches. Extreme Breadth 16 Feet. 11 Inches. Depth of Hold 9 Feet. 9 Inches.

Scantlings of Timber.				Thickness of Plank.			
				Outside.		Inside.	
Timber and Space	each	Inches.	Inches.				
Floors	sided	9	Moulded 5 1/2	Keel to Bilge	2 1/2	Foot Waling	2
1st Foothooks	"	8	" 7 1/2	Bilge Planks	4	Bilge Planks	3 1/2
2nd Ditto	"	"	"	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
3rd Ditto	"	"	"	Wales	4	Ditto Bilge to Clamp	2
Top Timbers	"	4	"	Topsides	3	Hold Beam Clamps	"
Deck Beams N° of 11	"	8	" 8 1/2	Sheer Strakes	3	Deck Beam Ditto	3 1/2
Hold Beams N° of 3	"	8	" 8 1/2	Plank Sheers	3 1/2	Ceiling 'twixt Decks	2
Keel	"	9	" 9 1/2	Water-Ways	3	Hold Beam Shelves	"
Kelsons	"	11	" 15 1/2	Upper Deck	2 1/2	Deck Beam Ditto	3 1/2

Size of Bolts in Fastenings.				Iron.			
Heel-Knee, and Dead Wood abaft	N°.	Inches.	Inches.				
Scarphs of Keel	1	1	1	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	3/4
Floor Timber Bolts	1	1	1	Butt End Bolts	5/8	Deck Beam	3/4
Kelson ditto	1	1	1	Lower Pintle of the Rudder	2		
Transoms and throats of Hooks	1	1	1			same in Iron above the Copper	
Arms of Hooks	1	1	1				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is two Inches. The Stem, Stern Post, are composed of black birch. The Transoms, Aprons,

Knight Heads, Hawse Timbers, of black birch — and are quite free from all defects.

The Floors and first Foothooks are composed of black birch — Timber.

The other Foothooks and Top Timbers of Spruce top timbers

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 well squared from the first Foothook Heads upwards, and being free from sap, and from thence downwards, the frame is quite free from sap as far as can be seen

The alternate Frames are all bolted together. N. B. If not, state how bolted. all through the ship,

The Butts of the Timbers are nearly close together; their thickness not less than 1 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock.

The Main Kelson is composed of black birch. and the False Kelson of Mexican Oak in one length

The Scarphs of the Kelsons are not less than 5 feet 4 inches.

The Deck and Hold Beams are composed of Spruce — & well secured all through the ship

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of black birch —

From the first Foothook Heads to the Light Water Mark of Spruce

From the Light Water Mark to the Wales of black Spruce

The Wales and Black-strakes are of Spruce & black birch The Topsides of Red pine

The Sheer-strakes and Plank-sheers of Spruce The Water-ways of Spruce

The Decks of Spruce of good description State of being good condition

The Shifts of the Planking are not less than 5 Feet 6 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

Planking Inside.—The Limber-strakes are composed of the Bilge Planks of

The Ceiling, Lower Hold, of black birch Between Decks of Mexican Oak

Shelf Pieces of black Spruce Clamps of Spruce

Fastenings.—To Hold Beams four pieces of Spruce to each beam well fastened & secured —

Deck Beams four pieces to each beam well secured all through the ship —

Number of Breasthooks Three Pointers Crutches

Butts End Bolts are of 5/8 in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling well bolted through and clenched.

General Quality of Workmanship being good for build

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 .
/	Fore Sails,	130	Chain	2	Bower, Chain anchors
/	Fore Top Sails,	60	Hempen Stream Cable	/	Stream,
/	Fore Topmast Stay Sails,	65	Hawser	/	Kedge, } of proper size
/	Main Sails,	—	Towlines		1 weight —
	Main Top Sails,	70	Warp		
			All of <u>Good</u> quality.		

and being well found
in other Sails, all good sufficient in size and good as can be in quality.

Her Standing and Running Rigging all good
She has one boat Long Boat and in good condition
The present state of the Windlass is new Capstan — and Rudder all good

General Remarks—Statement and Date of Repairs.

This vessel has been opened fore & aft at both sides according to my instructions, & I find her perfectly sound in every part, having been overhauled in Liverpool this present time, all her beams inspected, carefully & all the fastenings in side & out, having got all new top sides of red pine from bow to Shear Strakes, in one length from Stem to Stern post, all well fastened, with bolts of sufficient size, & has had a general over haul all over —

Decks & deck frame all in perfect order —
is fit to take a cargo of dry & perishable goods, to any part of Europe, — & well found in Stores of every description

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

I am of opinion this Vessel should be Classed No. 3 years —

The Amount of the Fee.....£ : 10 : 0 is received by me,
Special£ : :

M. Deane Surveyor

Committee's Minute 14th October 1842

Character assigned Fit for 3 years 1842

MA

LB

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