

No. 77 Survey held at Wexford Date October 5th 1842  
363 on the Smack Shannon Master Capt Doyle  
Tonnage 49 tons Built at Time Regis When built In the year 1814  
By whom built \_\_\_\_\_ Owners M. Thomas Brennan

Port belonging to Wexford Destined Voyage Glasgow

If Surveyed Afloat or in Dry Dock Dry Dock See Liverpool No 2503 Classified A, expunged

Length aloft ..... 49 Feet. 11 Inches. Extreme Breadth ..... 15 Feet. 11 Inches. Depth of Hold ..... 2 Feet. 8 Inches.

Scantlings of Timber.				Thickness of Plank.			
Timber and Space.....	each	Inches.		Outside.	Inches.	Inside.	Inches.
Floors.....	sided	8	Moulded	Keel to Bilge .....	2	Foot Waling .....	3
1 <sup>st</sup> Foothooks.....	"	7	"	Bilge Planks .....	3	Bilge Planks .....	4
2 <sup>nd</sup> Ditto.....	"	6	"	Bilge to Wales.....	2	Ceiling in Flat .....	2
3 <sup>rd</sup> Ditto.....	"	5	"	Wales .....	3	Ditto Bilge to Clamp .....	2
Top Timbers .....	"	4	"	Topsides .....	2	Hold Beam Clamps .....	1
Deck Beams ....N°. of <u>10</u> .....	"	9	"	Sheer Strakes .....	2	Deck Beam Ditto.....	3
Hold Beams ....N°. of .....	"	9	"	Plank Sheers.....	2	Ceiling 'twixt Decks .....	2
Keel .....	"	4	"	Water-Ways.....	6	Hold Beam Shelves .....	1
Kelsons .....	"	9	"	Upper Deck .....	2	Deck Beam Ditto.....	1

Size of Bolts in Fastenings.				Iron.			
Don	Copper	Don	Inches.	Don	Copper	Don	Inches.
Heel-Knee, and Dead Wood abaft .....				Bolts thro' the Bilge and Foot Waling .....		Hold Beam .....	3/4
Scarphs of Keel.....N°. <u>1</u> .....			1/2	Butt End Bolts .....		Deck Beam .....	
Floor Timber Bolts .....			7/8	Lower Pintle of the Rudder .....			
Kelson ditto .....			1			same in Iron above the Copper.....	
Transoms and throats of Hooks .....			1				
Arms of Hooks .....			1/2				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak and are sound free from all defects.

The Floors and first Foothooks are composed of English oak Timber. The other Foothooks and Top Timbers of English oak

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 English oak

The Frame is well squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is well squared

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 English oak and the False Kelson of Red pine

The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches. one inch

The Deck and Hold Beams are composed of English oak — deck beams —

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

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

From the Light Water Mark to the Wales of English oak

The Wales and Black-strakes are of English oak The Topsides of English oak

The Sheer-strakes and Plank-sheers of Red pine The Water-ways of Red pine

The Decks of all yellow pine State of all new

The Shifts of the Planking are not less than 4 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. after part The Planking is wrought \_\_\_\_\_ between

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

The Ceiling, Lower Hold, of English oak Between Decks of Red pine

Shelf Pieces of Red pine Clamps of \_\_\_\_\_

**Fastenings.**—Deck Beams 4 times to each beam English oak & some Spruce

Deck Beams \_\_\_\_\_

Number of Breasthooks 2 English oak Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

Butts End Bolts are of half inch in the Bottom, and 1 Bolt in each Butt End through and clenched.

Bilge and Footwaling well bolted through and clenched.

General Quality of Workmanship very good

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

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

Surveyor's Name M. 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> .
/	Fore Sails,	120	Chain .....		2
/	Fore Top Sails, <u>gaff</u>	61	Hempen Stream Cable .....		/
—	Fore Topmast Stay Sails,		Hawser .....		/
/	Main Sails,	80	Towlines .....		
	Main Top Sails,	—	Warp .....		
	and <u>one full suit</u>		All of <u>good</u> quality.		

Her Standing and Running Rigging all of proper sufficient in size and good in quality.

She has one boat Long Boat and —

The present state of the Windlass is new Capstan — and Rudder newly fitted

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

This vessel has been built of the best material in her first built, having got some repairs on the Patent Slip the last month, such as new black shackle & some tops timbers of red pine in the room of others that were decayed, new gun whales & water ways & new decks & stanchions some new knees to her deck beams. new comings to hatchways fore and aft, all rebolted & caulked all over, from keel to gun whale, some shifts of plank in her upper works where required & is now quite staunch & strong & fit to carry any cargo of goods in the coasting trade,

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

I am of opinion this Vessel should be Classed As 1st class

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

Committee's Minute 18th October 1843

Character assigned A. 1



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Foundation