

No. 89  
263

Survey held at Wexford

Date October 10th 1844

on the Brig Gnat

Master Hughes

Tonnage 76 tons Built at Maryport

When built In the year 1822

By whom built

Owners Messrs Gafney & Goddard

Port belonging to Wexford

Destined Voyage Sligo

If Surveyed Afloat or in Dry Dock Patent Slip

Last Survey No 69 Port of Wexford

Classed "E"

Length aloft 37 Feet. 1 Inches. Extreme Breadth 11 Feet. 1 Inches. Depth of Hold 8 Feet. 0 Inches.

#### Scantlings of Timber.

	Inches.	Moulded	Inches.	Middle	Inches.	Ends
Timber and Space..... each						
Floors..... sided	8		8			
1st Foothooks.....	7		7	7		
2nd Ditto.....	7		6	6		
3rd Ditto.....	7		6	6		
Top Timbers.....	4 1/2		4	4		
Deck Beams ....N°. of <u>13</u>	12		11	11		
Hold Beams ....N°. of <u>—</u>	—		—	—		
Keel.....	8		7	7		
Kelsons.....	10		10	10		

#### Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	2 1/2	Foot Waling.....	3
Bilge Planks.....	3 1/2	Bilge Planks.....	4
Bilge to Wales.....	2 1/2	Ceiling in Flat.....	2 1/2
Wales.....	4	Ditto Bilge to Clamp.....	2 1/2
Topsides.....	3	Hold Beam Clamps.....	—
Sheer Strakes.....	3 1/2	Deck Beam Ditto.....	—
Plank Sheers.....	3 1/2	Ceiling 'twixt Decks.....	2 1/2
Water-Ways.....	4	Hold Beam Shelves.....	—
Upper Deck.....	2	Deck Beam Ditto.....	—

#### Size of Bolts in Fastenings.

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 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 — free from all defects. quite sound

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 —

The Frame is — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is appears quite sound

The alternate Frames are — bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are quite 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 Red pine and the False Kelson of oak

The Scarphs of the Kelsons are not less than — feet — inches. in one piece

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

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

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

From the Light Water Mark to the Wales of Red pine

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

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

The Decks of yellow pine State of very good state

The Shifts of the Planking are not less than 3 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.

The Planking is wrought — between

**Planking Inside.**—The Limber-strakes are composed of Black Birch the Bilge Planks of Elm

The Ceiling, Lower Hold, of yellow pine Between Decks of yellow pine

Shelf Pieces of — Clamps of —

**Fastenings.**—To Hold Beams four pieces to each beam well bolted

Deck Beams four pieces to each beam well bolted

Number of Breasthooks 3 of oak Pointers one of iron Crutches —

Butts End Bolts are of 1/2 inch in the Bottom, and 2 Bolt in each Butt End through and clenched.

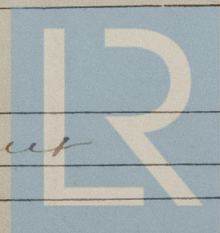
Bilge and Footwaling 1/2 inch bolted through and clenched.

General Quality of Workmanship —

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

Builder's Name —

Surveyor's Name M. Deane





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,	160	Chain .....	7/8	2	Bower,
/	Fore Top Sails,	75	Hempen Stream Cable .....		/	Stream, <i>all of proper length</i>
/	Fore Topmast Stay Sails,	-	Hawser .....		/	Kedge,
/	Main Sails,	75	Towlines .....			
/	Main Top Sails,	-	Warp .....			
	and <i>some spare sails</i>		All of <u>good</u> quality.			

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

She has one Long Boat and very good

The present state of the Windlass is good Capstan — and Rudder good

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

*This vessel has just undergone some repairs. Such as all re timbered & fastened all over, some new ceiling, new Nelson, eight iron plates from the Deck beams down to the floors were bolted & secured in every part. Decks, Transoms, & breast Hooks all in good condition, as this vessel is always in the casting trade, & is fit to take a cargo of dry & perishable goods on three voyages—been always in the grain trade.*

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

I am of opinion this Vessel should be Classed A<sub>2</sub> about two years

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

Special .....£ : :

*M. Debeney*

Committee's Minute 22<sup>nd</sup> Oct 1844

Character assigned First A<sub>2</sub> 1 record repair



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