

No. 79 Survey held at Wexford Date 24th April 1846
 on the Schooner Sibyl Master Wexham
 Tonnage 80 tons Built at Wexford When built July 28th 1839
 By whom built Hughes & Sparrow Owners John Harrington Esq
 Port belonging to Wexford Destined Voyage Dublin
 If Surveyed Afloat or in Dry Dock Patent Slip Classed "b Δ" now A

Length aloft	Feet. 62	Inches. —	Extreme Breadth	Feet. 19	Inches. 9	Depth of Hold	Feet. 9	Inches. 9
Scantlings of Timber.			Thickness of Plank.					
Timber and Space..... each	Inches.		Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors.....sided	9 1/2	Moulded	13 1/2	13	Keel to Bilge	2 1/2	Foot Waling	3
1 st Foothooks.....	9	"	8	8	Bilge Planks	4 1/2	Bilge Planks	3 1/2
to.....	8	"	6 1/2	6 1/2	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
to.....	7 1/2	"	5		Wales	4	Ditto Bilge to Clamp	2 1/2
Timbers	4	"	5	4 1/2	Topsides	2	Hold Beam Clamps	—
BeamsN°. of 14	8 1/2	"	9 1/2	9 1/2	Sheer Strakes	2 1/2	Deck Beam Ditto.....	3 1/2
BeamsN°. of —	—	"	—	—	Plank Sheers.....	2 1/2	Ceiling 'twixt Decks	2 1/2
.....	9	"	15	15	Water-Ways	4	Hold Beam Shelves	—
is	11	"	15	15	Upper Deck	2 1/2	Deck Beam Ditto.....	3 1/2
Copper.			Size of Bolts in Fastenings.			Iron.		
Knee, and Dead Wood abaft	1 1/4		Copper. Iron			Iron.		
is of Keel.....N°. 2	1 1/2		Bolts thro' the Bilge and Foot Waling			3/4	Hold Beam	—
Timber Bolts	1		Butt End Bolts			3/4	Deck Beam	3/4
ditto	1		Lower Pintle of the Rudder			2 1/2		
ms and throats of Hooks	1	}				same in Iron above the Copper.....		
of Hooks	3/4							

Planking.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak and are quite 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 —
 The Frame is — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is —

The alternate Frames are all 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 well chocked with a Butt at each end of the chock.
 The Main Kelson is composed of Murican oak and the False Kelson of M. oak
 The Scarphs of the Kelsons are not less than 8 feet — inches.
 The Deck and Hold Beams are composed of deck beams English oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm of good quality
 From the first Foothook Heads to the Light Water Mark of Elm
 From the Light Water Mark to the Wales of Red pine in good Condition
 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 Red pine State of in a very good state
 The Shifts of the Planking are not less than 6 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. The Planking is wrought — between

Planking Inside.—The Limber-strakes are composed of English oak the Bilge Planks of English oak
 The Ceiling, Lower Hold, of all new of Elm Between Decks of Red pine
 Shelf Pieces of Red pine Clamps of Red pine

Fastenings.—To Hold Beams —
 Deck Beams Four good oak knees well bolted
 Number of Breasthooks five two of iron Pointers two iron Crutches two iron
 Butts End Bolts are of new 1/2 inch in the Bottom, and two Bolt in each Butt End through and clenched.
 Bilge and Footwaling 1/4 bolts bolted through and clenched. in side all new
 General Quality of Workmanship good

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

Builder's Name Hughes & Sparrow
 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 ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	120	Chain	1 1/2	2	Bower, all of proper weight
1	Fore Top Sails,	80	Hempen Stream Cable	4	1	Stream, do do
1	Fore Topmast Stay Sails,	90	Hawser	3 1/2	1	Kedge, do do
1	Main Sails,	—	Towlines	—		
—	Main Top Sails,	78	Warp	2 1/2		
and <u>laid found in other sails,</u>			All of <u>good</u> quality.			

Her Standing and Running Rigging Sherry good sufficient in size and Nearly new in quality.

She has one good Boat Long Boat and —

The present state of the Windlass is New Capstan — and Rudder can't be better

General Remarks—Statement and Date of Repairs.

As this vessel is about, or nearly of the first letter, the owner, has had every thing done to her, that was required to be done by my direction. — all new Siding to bulge from the upper deck, nine iron knees at each side all well bolted from deck beams to flooring heads. Two new Iron breast Hooks forward well bolted in every part, a new stern frame of English oak, & Iron Transoms, new Counter of English oak, & new Stern, New water ways — all newly fastened all over, deck & hull frame all in the best condition possible, Hooks & transoms all in good Condition, Spars Sails, Chains & anchors, & all her Stores in the very best Condition, —

I consider this vessel vessel fit to take a cargo of any perishable goods to any part of the world,

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

I am of opinion this Vessel should be Classed A for four years entitled to the Asterisk

The Amount of the Fee.....£1 : 0 : 0 is received by me, U. Devenney Surveyor

Special£ : :

Committee's Minute 5th May 1846

Character assigned A, 1 year & 6 months



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