

19

No. 19 Port of Waterford Date 8 January 1835  
 Survey of the Brig Mercury Master James Doyle  
 Tonnage 233 Owners Daniel Carigan Port belonging to Waterford  
 By whom built \_\_\_\_\_ Where built Dunglass <sup>Scotia</sup> When built 1824  
 Destined Voyage Waterford + Limerick *Surveyed a float*

Dimensions.				Thickness of Plank.			
Feet. Inches.		Feet. Inches.		Outside.		Inside.	
Length of Keel	<u>89</u>	Depth of Hold	<u>16 11</u>	Bilge to Wales		Ceiling below Hold Beams	<u>3</u>
Rake of Stem		Lower Hold		Short Hoods		Clamps and Bilge Planks	<u>4</u>
D° of Stern Post		Between Decks		Bilge Planks		Upper Deck Planks and	
Extreme Breadth	<u>25</u>			Bilge to Keel		Spirkettling	<u>3</u>
				Wales			
				Topsides			
				Plank Shears		"Twixt Deck Ceiling	<u>2 1/2</u>

  

Scantling of Timber.				
	Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.
Timber and Space, each	<u>13</u>			
Floors in the middle	<u>12</u>	<u>12</u>	<u>12</u>	
— at the ends				
1 <sup>st</sup> Foothooks		<u>10</u>		
2 <sup>nd</sup> Foothooks				
3 <sup>rd</sup> Foothooks				
Frame				
Top Timbers				<i>all Birch</i>
Deck Beams middle		<u>12</u>	<u>11</u>	<i>+ fir</i>
— at the ends		<u>12</u>	<u>12</u>	
Knees to d°				
Keel, N°. Lengths				
Main Kelson		<u>12</u>	<u>26</u>	
Scarpes at Kelson				

  

Decks.	
Thickness.	Water Ways.
<u>3</u>	

  

Bolts.	
Inches.	Inches.
Keel Knee and Dead Wood	Butt Bolts
abaft	Hold Beam Bolts
Scarp of the Keel	Hooks forward at throat
Kelson Bolts	Hooks forward at arms
Bolts thro' the Bilge and Foot	Transoms
Waling	Lower Pintle of the Rudder

We certify that the preceding is a correct description of the above-named Vessel. Witness my hand, this 8 day of January

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

Surveyor's Name Stephen Smith

Masts, Yards, &c.			Sails.	
Sort Wood.	Length, &c.	N°.		Nos.
Bowsprit		<u>2</u>	Fore Topmast Stay Sails	
Foremast	<i>Mark yards</i>	<u>2</u>	Fore Sail	
Topmast	<i>all in good</i>	<u>2</u>	Fore Topsails	
Fore Yard	<i>Condition</i>	<u>1</u>	Main Sails	
Main Mast		<u>2</u>	Main Top Sails	
Main Top Mast			And is generally well	<i>the sails good +</i>
Main Yard			found in other sails.	<i>well found</i>
Mizen Mast				

Cables, Cordage, &c.			Anchors.		Boats.	
Fathoms.	Inches.	Nos.			Number and Description.	
Cables, Hemp						
D° Iron	<u>110</u>	<u>1</u>	Bower		<i>One Carvel boat</i>	
Hawser	<u>100</u>	<u>1 1/4</u>	Stream		<i>One Clinch boat</i>	
Towlines	<u>110</u>	<u>4</u>	Kedge			
1 <sup>st</sup> Warp	<u>100</u>	<u>4 1/2</u>				
2 <sup>nd</sup> D°						
Standing and Running Rigging is all found to be sufficient in size, and good in quality. <i>good + well found</i>						

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

Owner's Name Daniel Carigan

Nautical Surveyor's Name Stephen Smith



# SURVEYOR'S REMARKS.

## Timbering.

The Quality,  
Squaring, and  
Workmanship.

Floor Black birch & fir Good Dimensions well joined  
Workmanship tolerably good

## Planking.

Outside and Inside  
Quality, Edging,  
and Workmanship.

Planking all fir tolerably well Wrought  
Culm fir also Stringers & wood Nails  
in tolerably good Condition

## Fastenings.

If Sheathed,  
Doubled, or  
Felted.

Copper fastenings. not well bolted through  
Stringers & Nails well fastened & are generally good  
Sheathing with copper on paper to a better line  
& with wood from the Copper to Bricks - 1820

## Repairs.

April 6 - 1835

See Mr. McPherson - Some transoms in store  
Caulked all over - Coppered & Sheathed in 1830

See - The Mercury of Waterford Capt  
Doyle which goes directed into Survey  
Sailed early on Saturday Morning having  
delivered her Cargo late on Friday afternoon  
- On her arrival in the River she  
grounded on the Causeway at Globe  
Stairs, where she strained to such an  
extent as to break a great deal of her  
Copper & rivets at very much in those  
parts which did not break - she had  
sailed without ever having examined  
her bottom  
J. N. St Symonds.

1. April 1835 -

See - The Mercury M 1894 had  
been aground across the Causeway  
at Stairs. she is no doubt  
very much broken. I believe the  
Owners do not intend to repair  
- They suggest that her character  
be suspended. See J. Courtenay  
to St Symonds.

General Observations  
and Opinion as  
required by the  
Instructions.

the Apparatus of the ship is tolerable good  
both as to Materials & Workmanship has been kept  
in tolerable good Order. Upper deck fastenings,  
Waterways, Spoketting plank shears, top Sides, and upper  
decks with its Appurtenances, also the lower Deck fastenings  
Vabs & Counter, the Plank & transoms Out Side to the  
Sheathing also the Muddles & windlips, and is in a tolerable  
good State of Repair and Efficiency - sufficient for carrying  
a dry & perishable Cargo and in my Opinion comes  
within the Description - &c

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

Stephen Smith

Committee Minute 12 February 1835

Character Assigned F 1

Attest C. H. M.



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