

Repairs

No. *79* Port of *Waterford* Date *26 March* 18*27*

Survey of the *Brig Mercury* Master *Thos Hayes*

Tonnage *233* Owners *Daniel Carigan* Port belonging to *Waterford*

By whom built *not known* Where built *Dunglapp* When built *1824*

Destined Voyage *Waterford & Limerick*

Original Survey N 19 & 57 Classed *Survey on the Ship*

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

Scantling of Timber.				
	Inches.	Sided* Inches.	Moulded Inches.	Sort of Wood.
Timber and Space, each				
Floors in the middle				
— at the ends				
1 st Foothooks				
2 nd Foothooks				
3 rd Foothooks				
Frame				
Top Timbers				
Deck Beams middle				
— at the ends				
— Knees to d°				
Keel, N°. Lengths				
Main Kelson				
Scarpings at Kelson				

Decks.	
Thickness.....	Inches.
	Water Ways

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

We certify that the preceding is a correct description of the above-named Vessel. Witness my hand, this *26* day of *March*

Builder's Name _____

Surveyor's Name *Stephen Smith*

Masts, Yards, &c.			Sails.	
	Sort Wood.	Length, &c.	N°.	N°.
Bowsprit			<i>2</i>	Fore Topmast Stay Sails.....
Foremast			<i>2</i>	Fore Sail
Topmast			<i>2</i>	Fore Topsails
Fore Yard			<i>2</i>	Main Sails
Main Mast			<i>2</i>	Main Top Sails.....
Main Top Mast				And is generally well } <i>The sails good and</i> found in other sails. } <i>well found</i>
Main Yard				
Mizen Mast				

Cables, Cordage, &c.			Anchors.		Boats.	
	Fathoms.	Inches.	N°.		Number and Description.	
Cables, Hemp						
D° Iron.....	<i>110</i>	<i>1 1/4</i>	<i>3</i>	Bower	<i>One Cannon boat</i>	
Hawser.....	<i>110</i>	<i>7</i>	<i>1</i>	Stream	<i>One Clincher do</i>	
Towlines	<i>100</i>	<i>5</i>	<i>2</i>	Kedge		
1 st Warp	<i>90</i>	<i>4</i>				
2 nd D°						

Standing and Running Rigging is all found to be sufficient in size, and good in quality. } *Good & well found*

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

Owner's Name _____

Nautical Surveyor's Name _____



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WTF1031-0079

SURVEYOR'S REMARKS.

Timbering.

The Quality,
Squaring, and
Workmanship.

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

Fastenings.

If Sheathed,
Doubled, or
Felted.

Sheathed & felted

Repairs.

*Has received several repairs at different times
was particularly overhauled & refitted in 1837
had some new plank in topsides & bottom also some
Ceiling with a great many turnbuckles fore & aft
also extra bolts in the butts one fore hook & run around
the bow & bottom thro' & climbed the long iron chains
in the lower hold & 12 above some ~~steps~~ standards
two new masts - Caulked all over, felted & sheathed*

General Observations
and Opinion as
required by the
Instructions.

*The appearance of the hull is good both as
to material, & workmanship & is now in good order
upper deck fastenings, waterways, thickettine
plank sheen, topsides, and upper decks with its
appurtenances, also the lower deck fastenings
water & counter the plank & turnbuckles outside
the outside & windells, and in a good state of
repair and offering & capable of carrying
a dry & perishable cargo & in my opinion
comes within the description of B*

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

*Suplen Smith
Subsant. 18th Decr 1837
Received to £ 1 accord*

C. G.



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