

No. 61 Survey held at Westford Date 1841
 on the Barque Menipia Mezapia Master James Queen
 Tonnage 280 Built at St Johns New Brunswick When built June 1st 1841
 By whom built Messrs James & Samuel Smith Owners Richard Allan Esq.
 Port belonging to Westford Destined Voyage _____
 If Surveyed Afloat or in Dry Dock On the Patent Slip

61
 [Signature]

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
	26 1		21 9		15 9

Scantlings of Timber.	Inches.	Inches. Middle	Inches. Ends	Thickness of Plank.	
				Outside.	Inside.
Timber and Space..... each	2 1/2				
Floors..... sided	13	Moulded	14	Keel to Bilge	3 1/2
1st Foothooks..... "		"	"	Bilge Planks	5
2nd Ditto..... "		"	"	Bilge to Wales	3 1/2
3rd Ditto..... "		"	"	Wales	5
Top Timbers..... "	12	"	6	Topsides	1 1/2
Deck BeamsN°. of 15..... "	13	"	11 1/2 8 1/2	Sheer Strakes	3
Hold BeamsN°. of 15..... "	14	"	12 9 1/2	Plank Sheers	3 1/2
Keel..... "	13	"	15	Water-Ways	8
Kelsons..... "	13	"	14	Upper Deck	3 1/2
				Foot Waling	5
				Bilge Planks	5
				Ceiling in Flat	3 1/2
				Ditto Bilge to Clamp	3 1/2
				Hold Beam Clamps	5 1/2 13
				Deck Beam Ditto	5 1/2 13
				Ceiling 'twixt Decks	3 1/2
				Hold Beam Shelves	11 1/4
				Deck Beam Ditto	5 1/2 15

Size of Bolts in Fastenings.		Iron:	
Iron	Copper.	Iron:	Inches.
Heel-Knee, and Dead Wood abaft..... 1/2		Hold Beam	1
Scarphs of Keel..... N°. 3	1	Deck Beam	1
Floor Timber Bolts..... 1	1		
Kelson ditto..... 1	1		
Transoms and throats of Hooks..... 1	1		
Arms of Hooks..... 1	1	same in Iron above the Copper	1

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is quite Inches. Close The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of Hackmatack the Transoms, Aprons, Knight Heads, Hawse Timbers, of Hackmatack and are free from all defects. from Sap. The Floors and first Foothooks are composed of Black Birch Timber. The other Foothooks and Top Timbers of Hackmatack & Spruce. 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 well squared from the first Foothook Heads upwards, and appear free from sap, and from thence downwards, the frame is 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 Black Birch and the False Kelson of Black Birch. The Scarphs of the Kelsons are not less than 7 feet 6 inches. The Deck and Hold Beams are composed of Spruce. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Black Birch. From the first Foothook Heads to the Light Water Mark of Birch Spruce. From the Light Water Mark to the Wales of Spruce. The Wales and Black-strakes are of Red pine & Spruce The Topsides of Red pine. The Sheer-strakes and Plank-sheers of Red pine The Water-ways of White pine. The Decks of Yellow pine State of very well secured. The Shifts of the Planking are not less than 6 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 _____ the Bilge Planks of _____. The Ceiling, Lower Hold, of Spruce, flat Birch Between Decks of Spruce. Shelf Pieces of Spruce Clamps of Spruce. **Fastenings.**—To Hold Beams Iron, four good Spruce Pieces to each beam. Deck Beams Four good Pieces to each beam. Number of Breasthooks Five Pointers 4 Crutches _____. Butts End Bolts are of Iron in the Bottom, and Iron Bolt in each Butt End through and clenched. Bilge and Footwaling Iron bolted through and clenched. General Quality of Workmanship appear to be very good.

We certify that the preceding is a correct description of the above-named Vessel.
 Builder's Name Messrs James & Samuel Smith
 Surveyor's Name H. Debeney



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 .		cut	cut	cut
1	Fore Sails,	180	Chain	1 1/4	3	Bower,	15	13 1/2	12
1	Fore Top Sails,	10	Hempen Stream Cable	3	1	Stream,	1		
1	Fore Topmast Stay Sails,	9	Hawser	6 1/2	1	Kedge,	2 1/2		
2	Main Sails,	70	Towlines	4 1/2					
2	Main Top Sails,		Warp						
			All of <u>good</u> quality.						

and is very well found in other parts

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

She has One Long Boat and Two Small Boats

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

General Remarks—Statement and Date of Repairs.

This vessel's frame from what can be seen is perfectly sound, & free from Saps, the planking likewise appear to be very good & very well wrought & shifted all through the Ship, there has been no expense spared in this ship as she has been built solely for their own use

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

I am of opinion this Vessel should be Classed As high as any of the build

The Amount of the Fee.....£ 3 : : is received by me, M. Deane Surveyor of Shipping
 Special£ : :

Committee's Minute 16th Nov 1841

Character assigned A 1 for 4 years