

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

Length aloft	Feet. <u>26</u> Inches. <u>1</u>	Extreme Breadth	Feet. <u>21</u> Inches. <u>9</u>	Depth of Hold	Feet. <u>13</u> Inches. <u>9</u>
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Scantlings of Timber.				Thickness of Plank.			
Timber and Space	each	Inches.	Moulded	Outside.	Inches.	Inside.	Inches.
Floors	sided	<u>2 1/2</u>	<u>14</u>	Keel to Bilge	<u>3 1/2</u>	Foot Waling	<u>5</u>
1 st Foothooks	"	"	"	Bilge Planks	<u>5</u>	Bilge Planks	<u>5</u>
2 nd Ditto	"	"	"	Bilge to Wales	<u>3 1/2</u>	Ceiling in Flat	<u>3 1/2</u>
3 rd Ditto	"	"	"	Wales	<u>5</u>	Ditto Bilge to Clamp	<u>3 1/2</u>
Top Timbers	"	<u>12</u>	"	Topsides	<u>1</u>	Hold Beam Clamps	<u>5 1/2</u>
Deck Beams N ^o . of <u>15</u>	"	<u>13</u>	"	Sheer Strakes	<u>3</u>	Deck Beam Ditto	<u>5 1/2</u>
Hold Beams N ^o . of <u>15</u>	"	<u>14</u>	"	Plank Sheers	<u>3 1/2</u>	Ceiling 'twixt Decks	<u>3 1/2</u>
Keel	"	<u>13</u>	"	Water-Ways	<u>8</u>	Hold Beam Shelves	<u>11 1/4</u>
Kelsons	"	<u>13</u>	"	Upper Deck	<u>3 1/2</u>	Deck Beam Ditto	<u>5 1/2</u>

Size of Bolts in Fastenings.			
Iron	Copper	Iron	Copper
Heel-Knee, and Dead Wood abaft	<u>3/8</u>	Bolts thro' the Bilge and Foot Waling	<u>1/2</u>
Scarphs of Keel N ^o . <u>3</u>	<u>1</u>	Butt End Bolts	<u>3/4</u>
Floor Timber Bolts	<u>1</u>	Lower Pintle of the Rudder	<u>2 1/4</u>
Kelson ditto	<u>1</u>		
Transoms and throats of Hooks	<u>1</u>		
Arms of Hooks	<u>1</u>		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. 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 appears 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 Knees to each beam

Deck Beams Four good Knees to each beam

Number of Breasthooks Spine 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 .		
1	Fore Sails,	180	Chain	1 1/4	3	Bower, ^{cut} 15 & ^{cut} 13 1/2 & ^{cut} 12	
1	Fore Top Sails,	70	Hempen Stream Cable	1 1/2	1	Stream, ^{cut} 4	
1	Fore Topmast Stay Sails,	9	Hawser	6 1/2	1	Kedge, ^{cut} 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 set 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

Nov 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

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