

No. 76 Survey held at Wexford Date October 3 1842
on the Schooner Hulda Master Capt. King
Tonnage 76 Built at Topsham in Devon When built in the year of 1825
By whom built Owners Messrs Roach & Jeffers
Port belonging to Wexford Destined Voyage Glasgow
If Surveyed Afloat or in Dry Dock Afloat at See Wexford No 20 Classed 10 A. 1

Length aloft	58	Feet.	Inches.	Extreme Breadth	16	Feet.	Inches.	Depth of Hold	10	Feet.	Inches.
Scantlings of Timber.				Thickness of Plank.							
Timber and Space.....	each	Inches.									
Floors.....	sided	12	Moulded	10	Outside.	Inches.		Inside.	Inches.		
1st Foothooks.....	"	10	"	10	Keel to Bilge			Foot Waling	2 1/2		
2nd Ditto.....	"	10	"	10	Bilge Planks			Bilge Planks	4		
3rd Ditto.....	"	-	"	-	Bilge to Wales	2 1/2		Ceiling in Flat	2 1/2		
Top Timbers	"	6	"	6 5	Wales	4		Ditto Bilge to Clamp	2 1/2		
Deck BeamsN°. of 10	"	9	"	10	Topsides	2		Hold Beam Clamps	-		
Hold BeamsN°. of -	"	-	"	-	Sheer Strakes	3		Deck Beam Ditto.....	3		
Keel	"	-	"	-	Plank Sheers.....	3		Ceiling 'twixt Decks	2 1/2		
Kelsons	"	2 1/2	"	13	Water-Ways	4		Hold Beam Shelves	-		
					Upper Deck	2 1/2		Deck Beam Ditto.....	3		
Size of Bolts in Fastenings.											
Heel-Knee, and Dead Wood abaft	Iron	Copper.	Don								
Scarphs of Keel.....N°.				Bolts thro' the Bilge and Foot Waling	3/4			Hold Beam			
Floor Timber Bolts				Butt End Bolts	1/2			Deck Beam	3/4		
Kelson ditto				Lower Pintle of the Rudder	-						
Transoms and throats of Hooks											
Arms of Hooks	3/4							same in Iron above the Copper.....			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 — Inches. The Space between the Top-timbers is 3 — 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 well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is well.

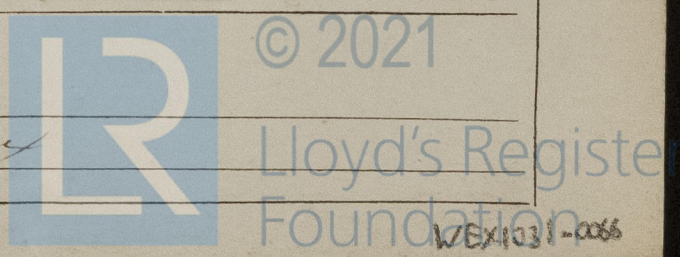
The alternate Frames are — bolted together. N. B. If not, state how bolted. The Butts of the Timbers are — close together; their thickness not less than — of the entire moulding at that place. The Frame is — chocked with — Butt at each end of the chock. The Main Kelson is composed of English oak and the False Kelson of Mummel. The Scarphs of the Kelsons are not less than 5 — feet — inches. One Scarph. The Deck and Hold Beams are composed of Best beams of the best English oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of English Elm. From the first Foothook Heads to the Light Water Mark of English Elm. From the Light Water Mark to the Wales of English oak. The Wales and Black-strakes are of English oak The Topsides of English oak. The Sheer-strakes and Plank-sheers of English oak The Water-ways of English oak. The Decks of Mummel plank State of In a very good State. The Shifts of the Planking are not less than 5 — 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. Generally 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 English oak Between Decks of English oak. Shelf Pieces of English oak Clamps of English oak.

Fastenings.—To Hold Beams Deck Beams Four pieces to each beam well fastened & secured. Number of Breasthooks Three Pointers — Crutches — Butts End Bolts are of half inch in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling 7/8 bolted through and clenched. in side all oak. General Quality of Workmanship of the best description.

We certify that the preceding is a correct description of the above-named Vessel. Builder's Name — Surveyor's Name — M. Deveney



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,	140	Chain	1 1/8	2	Bower, <i>chain anchors of</i>
2	Fore Top Sails,	70	Hempen Stream Cable	5	1	Stream, <i>proper size</i>
1	Fore Topmast Stay Sails,		Hawser		1	Kedge,
2	Main Sails,	70	Towlines	2		
	Main Top Sails,	70	Warp	2 1/2		
	and <i>is well found in</i>		All of _____ quality.			

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

She has one good boat Long Boat and _____

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

General Remarks—Statement and Date of Repairs.

This vessel has just come from *St. John's* after getting a good repair, such as new top timbers & covering boards, & waterways & all new stanchions fore & aft & new bulwarks & some shifts of planks in decks. Likewise new channel whales all well bolted to the deck pieces, some new thwarts to deck seats bolted waterways & bulwark thick, strong frame nearly all new with new planks, nearly all newly but bolted all over & likewise all the trunnels that was required & has been caulked all over, decks & deck frame & all parts of this vessel is in the highest state of repair & is fit to carry a cargo of dry & perishable goods to any part of the world. I would consider this ^{vessel} as good as any first class vessel in this port for four or five years provided she is kept in good repair.

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

I am of opinion this Vessel should be Classed 1st 4 years

The Amount of the Fee.....£ : 10 : 0 is received by me,
Special£ : :

Committee's Minute 18th October 1843

Character assigned A1



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