

No. 85 - Survey held at Wexford Date 21<sup>st</sup> October 1843  
 on the Schooner Wanger Master Capt. Marley  
 Tonnage 71 tons Built at Prine, Edwards, Isle, When built August 1843  
 By whom built \_\_\_\_\_ Owners Mr. Hewila  
 Port belonging to Wexford - Destined Voyage Glasgow  
 If Surveyed Afloat or in Dry Dock In dry Dock

*[Handwritten signature]*

Length aloft	63	9/16	Extreme Breadth	17	7	Depth of Hold	9
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>				
Timber and Space	each	25	Inches Middle	10	8	<b>Outside.</b>	
Floors	sided	11	Moulded	11	-	Keel to Bilge	2 1/2
1 <sup>st</sup> Foothooks	"	10	"	10	10	Bilge Planks	4
2 <sup>nd</sup> Ditto	"	8	"	8	8	Bilge to Wales	2 1/2
3 <sup>rd</sup> Ditto	"	-	"	-	-	Wales	4
Top Timbers	"	8	"	6	5	Topsides	2
Deck Beams	N <sup>o</sup> . of <u>15</u>	9	"	8	6	Sheer Strakes	3
Hold Beams	N <sup>o</sup> . of _____	-	"	-	-	Plank Sheers	2 1/2
Keel	"	9	"	13	13	Water-Ways	4
Kelsons	"	10	"	12	9	Upper Deck	2 1/2
			<b>Size of Bolts in Fastenings.</b>			<b>Inside.</b>	
Iron	Copper	Don	Inches	Iron	Copper	Don	Inches
Heel-Knee, and Dead Wood abaft			1	Hold Beam			
Scarphs of Keel			7/8	Deck Beam			3/4
Floor Timber Bolts			7/8	same in Iron above the Copper			
Kelson ditto			1				
Transoms and throats of Hooks			7/8				
Arms of Hooks			3/4				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is 4 Inches. — The Stem, Stern Post, are composed of Black Birch — the Transoms, Aprons, Knight Heads, Hawse Timbers, of Spruce and are quite free from all defects. The Floors and first Foothooks are composed of Black Birch — Timber. The other Foothooks and Top Timbers of Spruce all through the ship. 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 \_\_\_\_\_ squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_ 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 American Oak. The Scarphs of the Kelsons are not less than 6 feet \_\_\_\_\_ inches. The Deck and Hold Beams are composed of Spruce of Quality & well seasoned —

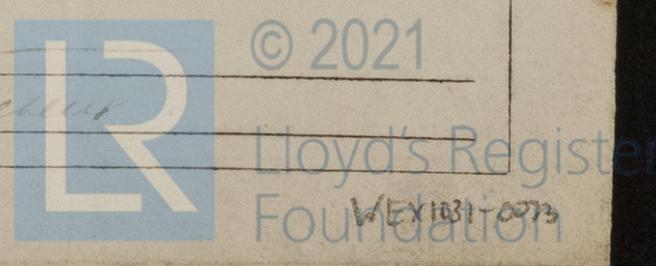
**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Black Birch — From the first Foothook Heads to the Light Water Mark of Black Birch — From the Light Water Mark to the Wales of Black Birch — The Wales and Black-strakes are of Spruce The Topsides of Spruce The Sheer-strakes and Plank-sheers of Spruce The Water-ways of Spruce The Decks of Spruce — State of very good State The Shifts of the Planking are not less than 8 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. General The Planking is wrought \_\_\_\_\_ between

**Planking Inside.**—The Limber-strakes are composed of Black Birch — the Bilge Planks of Black Birch — The Ceiling, Lower Hold, of Black Birch — Between Decks of Spruce — Shelf Pieces of Spruce Clamps of Spruce

**Fastenings.**—To Hold Beams Deck Beams Four Spruce Pieces, to each beam well fastened with 3/4 bolts — Number of Breasthooks Four Pointers two Crutches \_\_\_\_\_ Butts End Bolts are of 3/8 - 1/4 in each butt in the Bottom, and 4 Bolt in each Butt End through and clenched. Bilge and Footwaling 3/4 Iron bolted through and clenched. well fastened — General Quality of Workmanship very fair all through the Ship —

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

Builder's Name \_\_\_\_\_  
 Surveyor's Name M. J. [unclear]



Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	120	Chain .....	1/2	2	Bower, 4 & 5 hundred weight
1	Fore Top Sails,	70	Hempen Stream Cable .....	6	1	Stream, 21
2	Fore Topmast Stay Sails,	-	Hawser .....	-	1	Kedge, -
1	Main Sails,	100	Towlines .....	2		
-	Main Top Sails,	-	Warp .....	-		
and <u>is well found in</u>			All of <u>good</u> quality.			<u>all new</u>

Her Standing and Running Rigging all new of good sufficient in size and good in quality.

She has one boat new Long Boat and \_\_\_\_\_

The present state of the Windlass is good Capstan \_\_\_\_\_ and Rudder very good

**General Remarks—Statement and Date of Repairs.**

This vessel is remarkable well fastened all through & well timbered, in every part, Decks & Deck frames all well fastened, likewise breast Hooks & Transoms, having been all re-fastened all over & perfectly staunch & strong & is fit to take a dry & perishable cargo to any part of the world, the owner being an old Shipmaster has done every thing to this vessel that is required and is intended for the Coasting trade.

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 4 or 5 years A1

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, M. Deveney Surgeon  
 Special .....£ : :

Committee's Minute 27<sup>th</sup> October 1843

Character assigned A1 