

No. 88  
155

Survey held at Wexford

Date

18

Rev 21 Oct

88

on the Schooner Victory

Master Dealery

Tonnage 60 tons Built at Nabalotia

When built Year 1838

By whom built

Owners Mr Pellet

Port belonging to Wexford

Destined Voyage Gloster

If Surveyed Afloat or in Dry Dock on Patent Slips

Last Survey No 53 Port of Wexford

Classed "4 B." expunged

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
	59		16		8

Scantlings of Timber.	Inches.	Inches Middle	Inches Ends	Thickness of Plank.	
				Outside.	Inside.
Timber and Space..... each	7	5	5	Keel to Bilge .....	Foot Waling .....
Floors..... sided	8	7	7	Bilge Planks .....	Bilge Planks .....
1st Foothooks..... "	7 1/2	7	7	Bilge to Wales.....	Ceiling in Flat .....
2nd Ditto..... "	7 1/2	7	6	Wales .....	Ditto Bilge to Clamp .....
3rd Ditto..... "	7	7	6	Topsides .....	Hold Beam Clamps .....
Top Timbers .....	4 1/2	4	4	Sheer Strakes .....	Deck Beam Ditto.....
Deck Beams ....N°. of 12 .....	9	8	9	Plank Sheers.....	Ceiling 'twixt Decks .....
Hold Beams ....N°. of - .....	-	-	-	Water-Ways .....	Hold Beam Shelves .....
Keel .....	10	11	11	Upper Deck .....	Deck Beam Ditto.....
Kelsons .....	12	12	12		

Copper. <u>Iron</u>	Inches.	Size of Bolts in Fastenings.		Iron.	Inches.
		Copper. <u>Iron</u>	Copper. <u>Iron</u>		
Heel-Knee, and Dead Wood abaft .....	1	Bolts thro' the Bilge and Foot Waling .....	3/4	Hold Beam .....	-
Scarpns of Keel.....N°. 2	3/4	Butt End Bolts .....	1/2	Deck Beam .....	3/4
Floor Timber Bolts .....	1	Lower Pintle of the Rudder .....	2		
Kelson ditto .....	1			same in Iron above the Copper.....	
Transoms and throats of Hooks .....	3/4				
Arms of Hooks .....	3/4				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is quite Inches. Close 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 good free from all defects. The Floors and first Foothooks are composed of black birch Timber. The other Foothooks and Top Timbers of Spruce. The Shifts of the first and second Foothooks are not less than quite close N.B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are close. The Frame is — squared from the first Foothook Heads upwards, and sound free from sap, and from thence downwards, the frame is all good.

The alternate Frames are all bolted together. N.B. If not, state how bolted. The Butts of the Timbers are quite 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 no oak. The Scarpns of the Kelsons are not less than 5 feet 6 inches. The Deck and Hold Beams are composed of Deck beams of Spruce.

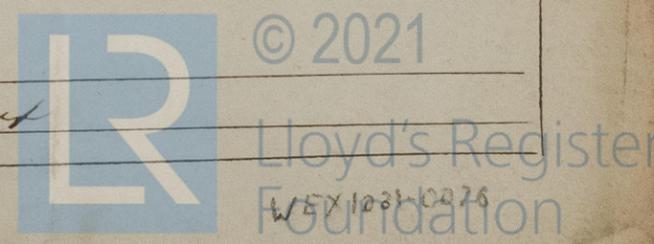
**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Spruce. From the first Foothook Heads to the Light Water Mark of Spruce. From the Light Water Mark to the Wales of Spruce. The Wales and Black-strakes are of Spruce. The Topsides of Spruce. The Sheer-strakes and 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 3 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. The Planking is wrought — between

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

**Fastenings.**—To Hold Beams four Spruce Planks to each beam - wide bolted. Deck Beams —. Number of Breasthooks 3 of Spruce Pointers — Crutches —. Butts End Bolts are of two bolts in each in the Bottom, and 2 bolts Bolt in each Butt End through and clenched. Bilge and Footwaling well bolted through and clenched. General Quality of Workmanship As good as any of the description of build.

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

Builder's Name \_\_\_\_\_  
Surveyor's Name M. Devereux



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,	180	Chain .....	4 1/2	2
1	Fore Top Sails,	75	Hempen Stream Cable .....	5	1
1	Fore Topmast Stay Sails,	60	Hawser .....	3	1
1	Main Sails,	—	Towlines .....	—	
1	Main Top Sails,	80	Warp .....	—	
			All of <u>good</u> quality.		

Her Standing and Running Rigging good & proper sufficient in size and good in quality.

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

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

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

This vessel has been carefully examined in every part, having a plank taken out fore & aft of the keel, & I find her framed in a perfect good condition, as the day she was launched, breast blocks & transoms all perfectly sound, decks & deck frame all in good condition, having been saw holed, from keel to gunwale, & any part found defective been replaced with new—new ribs on keel—good part of new ceiling, the Diagonal Iron knees at each side extending from the deck beams to floors well bolted & fastened, in every part & is fit to carry a cargo of dry & perishable goods to any part of Europe, & is well found in stores,

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

I am of opinion this Vessel should be Classed A for three years, subject to inspection

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

Committee's Minute 22<sup>nd</sup> Oct 1844

Character assigned A, 1 S.S. 1844 - 3 years

*[Signature]*