

Rec'd Nov 12th 1845 105

No. 105 Survey held at Westport Date November 12th 1845
 on the Schooner Slandy Master Sartin
 Tonnage 20 tons Built at Westport When built in the year of 1837
 By whom built Wm. Sartin & Leaned Owners Richard Devereux
 Port belonging to Westport Destined Voyage Liverpool
 If Surveyed Afloat or in Dry Dock on the Patent Slips

Length aloft	63	Feet. Inches.	Extreme Breadth	17	Feet. Inches.	Depth of Hold	10	Feet. Inches.
Scantlings of Timber.								
Timber and Space	each	2 1/2	Moulded	14	11	Thickness of Plank.		
Floors	sided	10				Outside.	Inside.	
1 st Foothooks	"	9	"	9	9	Keel to Bilge	Foot Waling	3
2 nd Ditto	"	8	"	8	8	Bilge Planks	Bilge Planks	4 1/2
3 rd Ditto	"	8	"	8	8	Bilge to Wales	Ceiling in Flat	2 1/2
Top Timbers	"	6	"	5 1/2	4 1/2	Wales	Ditto Bilge to Clamp	2 1/2
Deck Beams	N ^o . of 12	12	"	12	13	Topsides	Hold Beam Clamps	—
Hold Beams	N ^o . of 2	11	"	11	11	Sheer Strakes	Deck Beam Ditto	3 1/2
Keel	"	11	"	11	11	Plank Sheers	Ceiling 'twixt Decks	2 1/4
Kelsons	"	11	"	11	11	Water-Ways	Hold Beam Shelves	—
						Upper Deck	Deck Beam Ditto	3 1/2
Size of Bolts in Fastenings.								
Heel-Knee, and Dead Wood abaft	1	Iron						
Scarphs of Keel	N ^o . 2	Copper				Hold Beam		3/4
Floor Timber Bolts	1	Iron				Deck Beam		3/4
Kelson ditto	1	Iron						3/8
Transoms and throats of Hooks	1/8							
Arms of Hooks	1/8							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is three Inches. The Space between the Top-timbers is three 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 3 1/2 feet - N.B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 inches.

The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is equally 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 well chocked with a Butt at each end of the chock.

The Main Kelson is composed of American white oak and the False Kelson of none.

The Scarphs of the Kelsons are not less than _____ feet _____ inches. all in one piece.

The Deck and Hold Beams are composed of upper deck beams are all of good English oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm.

From the first Foothook Heads to the Light Water Mark of good American Elm.

From the Light Water Mark to the Wales of good 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 the best red pine State of in very good condition.

The Shifts of the Planking are not less than 6 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 English oak the Bilge Planks of English oak.

The Ceiling, Lower Hold, of English oak Between Decks of English oak.

Pieces of English oak Clamps of English oak.

Fasterings.—To Hold Beams four good Nails to each beam.

Decks four Nails to each beam well fastened & secured.

Number of Breasthooks 4 of English oak Pointers 2 of English oak Crutches _____

Butt End Bolts are of 3/4 Iron in the Bottom, and one Bolt in each Butt End through and clenched.

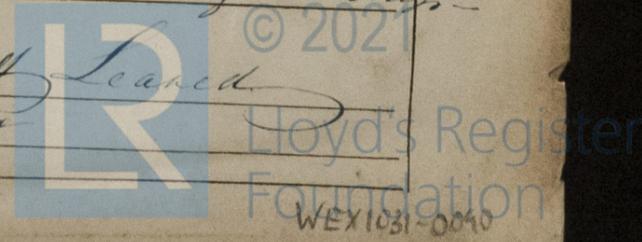
Keel and Footwaling 3/4 bolts bolted through and clenched.

General Quality of Workmanship workmanship very good all through the Ship.

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

Builder's Name Wm. Sartin & Leaned

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 ^o .		Fathoms.		Inches.	N ^o .
3	Fore Sails,	150	Chain	7/8	2
—	Fore Top Sails,	70	Hempen Stream Cable	4	1
1	Fore Topmast Stay Sails,	—	Hawser	2 1/2	1
1	Main Sails,	70	Towlines	2 1/2	
1	Main Top Sails,	70	Warp	3	
and <u>Double found in</u>		All of <u>good</u> quality.			

} all of proper length

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

She has one new Boat Long Boat and quite new —

The present state of the Windlass is new Capstan — and Rudder good,

General Remarks—Statement and Date of Repairs.

This vessel has been opened on the patent slip, has had a very good repair, such as new top timbers fore & aft, where ever required, all new decking of English oak, bulge planks & two hold beams, well fastened, new shear strakes & pintle strakes fore & aft, of English oak, covering boards & water ways of English oak, all well fastened & secured in every part.

This vessel having having been built in 1837, under my inspection, she having been trading out of this port, & her survey not been paid for is the reason she was not reported before, — the owner finding that this vessel was not on the Books he has ordered me to have her opened & have every thing done that she requires, which has been done — and is fit to carry a cargo of any perishable goods to any part of the

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

I am of opinion this Vessel should be Classed A 1 for 10 years —

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

Committee's Minute 18th Nov 1845

Character assigned A 1 for 10 years



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