Rec 19/11/46

No. 109 *Survey held at* Wexford *Date* November 13th 184 6

on the Schooner Mavis *Master* Capt. Rossiter

Tonnage 77 tons *Built at* Weymouth, N. C *When built* October 1845

By whom built — *Owners* R. M. R. Allin

Port belonging to Wexford *Destined Voyage* Some part of Spain

If Surveyed Afloat or in Dry Dock Surveyed Afloat

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.
Length aloft	65	—	Extreme Breadth	17	—	Depth of Hold	9	—

Scantlings of Timber.

		Inches.		Inches. Middle	Inches. Ends
Timber and Space	each	23		—	—
Floors	sided	9½	Moulded	10	10
1st Foothooks	"	8½	"	7	7
2nd Ditto	"	—	"	—	—
3rd Ditto	"	—	"	—	—
Top Timbers	"	9	"	5½	5
Deck Beams ....N°. of 12	"	10	"	10½	10
Hold Beams ....N°. of —	"	—	"	—	—
Keel	"	—	"	—	—
Kelsons	"	9½	"	11½	11½

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	—	Foot Waling	7
Bilge Planks	—	Bilge Planks	4
Bilge to Wales	2½	Ceiling in Flat	3
Wales	3	Ditto Bilge to Clamp	2
Topsides	3	Hold Beam Clamps	—
Sheer Strakes	3	Deck Beam Ditto	4
Plank Sheers	3	Ceiling 'twixt Decks	2
Water-Ways	4½	Hold Beam Shelfs	—
Upper Deck	2½	Deck Beam Ditto	—

Size of Bolts in Fastenings.

Iron. Copper.	Inches.
Heel-Knee, and Dead Wood abaft	—
Scarphs of Keel N°.	—
Floor Timber Bolts	1
Kelson ditto	1
Transoms and throats of Hooks	1
Arms of Hooks	¾

Iron. Copper.	Inches.
Bolts thro' the Bilge and Foot Waling	¾
Butt End Bolts	½
Lower Pintle of the Rudder	2¼
....	....

Iron:	Inches.
Hold Beam	¾
Deck Beam	¾
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 2 Inches. The Stem, Stern Post, are composed of Black birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Spruce & Hackmatack and are Were 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 — *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.* Can not be seen

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 — feet — inches. Per one tenth

The Deck and Hold Beams are composed of The Deck beams of Spruce,

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

From the first Foothook Heads to the Light Water Mark of Birch

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

The Shifts of the Planking are not less than 7 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 Spruce

The Ceiling, Lower Hold, of Spruce & Birch Between Decks of Spruce

Shelf Pieces of Spruce Clamps of none

Fastenings.—To Hold Beams none

Deck Beams Four Spruce Knees every Six bolted in each & the whole well bolted

Number of Breasthooks 3 of Spruce Pointers two Spruce Crutches —

Butts End Bolts are of Iron in the Bottom, and One Bolt in each Butt End through and clenched.

Bilge and Footwaling Iron bolted through and clenched. well fastened

General Quality of Workmanship As good as the generality of American Vessels,

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

Builder's Name —

Surveyor's Name M. Dobereiner

C. F. SEYFANG, PRINTER, FARRINGDON STREET, LONDON.

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

She has SAILS.

N°.		Fathoms.
2	Fore Sails,	150
1	Fore Top Sails,	75
3 Jibs — 1	Fore Topmast Stay Sails,	—
1	Main Sails,	75
Gaff — 1	Main Top Sails,	75

and Some Spare Sails

CABLES, &c.

	Inches.
Chain	7/8
Hempen Stream Cable	5
Hawser	—
Towlines	3
Warp	2½

All of New quality.

ANCHORS, and their weights.

N°.		
2	Bower,	all Iron & of proper
1	Stream,	
1	Kedge,	weight,

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

She has One Boat Long Boat and Nearly New.

The present state of the Windlass is Good Capstan Iron and Rudder very Good

General Remarks—Statement and Date of Repairs.

This Vessel has been built under the Inspection of Old Ship, Master, sent out by the present owners and appears to be well fastened in her Keels & Keelson, Floors & Frames, Breast Hooks & Transoms, & every part that can be seen, has been caulked from the waters edge to the Covings, & extra bolted where ever required, & is fit to take in a Cargo of dry & perishable goods to any part of the World.

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

I am of opinion this Vessel should be Classed A1 for 4 years.

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, Mc, Bowman Surveyor

Nov

Special .....£ : :

Committee's Minute 20th Nov 1846

Character assigned A 1 for 4 Years