

No. 115 Survey held at Wexford Date March 28<sup>th</sup> 1847  
 on the Schooner, Sher Master Capt. Ryan  
 Tonnage 61 tons Built at St John's N.C. When built In the year of 1846  
 By whom built \_\_\_\_\_ Owners R. M. & R. Allin  
 Port belonging to Wexford Destined Voyage Cardiff  
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft	Feet. <u>22</u> Inches.	Extreme Breadth	Feet. <u>16</u> Inches.	Depth of Hold	Feet. <u>8</u> Inches.
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Timber and Space	each	Inches.	<b>Outside.</b>		<b>Inside.</b>
Floors	sided	<u>11</u>	Keel to Bilge		Foot Waling
1 <sup>st</sup> Foothooks	"	<u>10</u>	Bilge Planks		Bilge Planks
2 <sup>nd</sup> Ditto	"	<u>10</u>	Bilge to Wales		Ceiling in Flat
3 <sup>rd</sup> Ditto	"	<u>10</u>	Wales		Ditto Bilge to Clamp
Top Timbers	"	<u>7</u>	Topsides		Hold Beam Clamps
Deck Beams N <sup>o</sup> <u>11</u>	Average Space } <u>3 feet</u>	<u>8</u>	Sheer Strakes		Deck Beam Ditto
Hold Beams N <sup>o</sup> _____	Average Space }	<u>8</u>	Plank Sheers		Ceiling 'twixt Decks
Keel	"	<u>11</u>	Water-Ways		Hold Beam Shelves
Kelsons	"	<u>12</u>	Upper Deck		Deck Beam Ditto
<b>Size of Bolts in Fastenings, distinguishing whether</b>			<b>Iron.</b>		
Heel-Knee, and Dead Wood abaft	_____	<u>Iron</u>	Bolts thro' the Bilge and Foot Waling		Hold Beam
Scarphs of Keel	N <sup>o</sup> . _____	<u>Iron</u>	Butt End Bolts		Deck Beam
Floor Timber Bolts	_____	<u>3/4</u>	Lower Pintle of the Rudder		
Kelson ditto	_____	<u>3/4</u>			
Transoms and throats of Hooks	_____	<u>3/4</u>			
Arms of Hooks	_____	<u>3/4</u>			

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is three Inches. The Stem, Stern Post, are composed of Black birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Spruce & birch 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  
 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 \_\_\_\_\_  
 The Scarphs of the Kelsons are not less than 5 feet \_\_\_\_\_ inches.  
 The Deck and Hold Beams are composed of Deck beams are 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 Black 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 5 Feet 6 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 Black birch the Bilge Planks of Birch  
 The Ceiling, Lower Hold, of Black birch Between Decks of Spruce  
 Shelf Pieces of Spruce Clamps of Spruce  
**Fastenings.**—To Hold Beams 4 knees to each beam were bolted

Deck Beams 4 knees to each beam of Spruce were bolted & locked in each other

Number of Breasthooks three Pointers \_\_\_\_\_ Crutches \_\_\_\_\_  
 Butts End Bolts are of 3/4 inch in the Bottom, and no Bolt in each Butt End through and clenched.  
 Bilge and Footwaling 3/4 inch bolted through and clenched.  
 General Quality of Workmanship very good

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

Builder's Signature \_\_\_\_\_ Surveyor's Signature M. J. O'Connell



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 .....	3/8	2	Bower, <i>all new &amp; of fresh</i>
1	Fore Top Sails,	60	Hempen Stream Cable .....	4 1/2	1	Stream, <i>do</i>
2	Fore Topmast Stay Sails,	80	Hawser .....	3 1/2	1	Kedge, <i>do</i>
1	Main Sails,	—	Towlines .....	—		
1	Main Top Sails,	80	Warp .....	3		
and <i>all found on the</i>			All of <i>good</i> quality.			

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

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

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

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

This vessel has been built under inspection  
of old Ship Master, from this Port, sent out for the  
purpose, & is remarkably well finished & finished  
in every part, decks & deck frame all well finished  
transoms, & breast Hooks, & every part that can  
be seen, & consider her fit to take a cargo of any & 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 A 4 years

*May* The Amount of the Fee.....£1 : 0 : 0 is received by me, *W. Deane & Son*

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute 18 May 1847

Character assigned 1st pr 4