

No. 126 Survey held at Wexford Date April 9th 1848
on the Memphias B. 11 Master Capt. J. Rossiter
Tonnage 289 Built at St. John's N.B. When built in the year 1841
By whom built _____ Owners Mr. Richard Allin
Port belonging to Wexford Destined Voyage Dublin
If Surveyed Afloat or in Dry Dock on patent Slip Crossed "4th" Shipwright

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.	
	97		22		15 5	
Scantlings of Timber.			Thickness of Plank.			
Room and Space	Inches.		Inches. Middle	Inches. Ends		
Floors	sided 13	Moulded	14	13		
1 st Foothooks	13	"	13	13		
2 nd Ditto	12	"	10	10		
3 rd Ditto	12	"		6		
Top Timbers	19	"		6		
Deck Beams N ^o 13	Average Space } 4 feet	"	13			
Hold Beams N ^o 12	Average Space } 4 1/2	"	14			
Keel	13	"	13	15		
Kelsons	13	"	12	16		
			Outside.		Inches.	
			Keel to Bilge	3 1/2	Limber Strakes	4 1/2
			Bilge Planks	5	Bilge Planks	5
			Bilge to Wales	3 1/2	Ceiling in Flat	3 1/2
			Wales	5	Ditto Bilge to Clamp	3 1/2
			Topsides	4	Hold Beam Clamps	5 1/2
			Sheer Strakes	3	Deck Beam Ditto	5 1/2
			Plank Sheers	3 1/2	Ceiling 'twixt Decks	3 1/2
			Water-Ways	8	Hold Beam Shelves	11 1/2
			Upper Deck	3	Deck Beam Ditto	7 1/2

Size of Bolts in Fastenings, distinguishing whether		Iron.	
Copper or Iron. <u>Don</u>	Inches. <u>1 1/8</u>	Copper or Iron. <u>Don</u>	Inches. <u>1</u>
Heel-Knee, and Dead Wood abaft	<u>1 1/8</u>	Bolts thro' the Bilge and Limber Strakes	<u>1 1/8</u>
Scarphs of Keel N ^o . <u>3</u>	<u>1</u>	Butt End Bolts	<u>3 1/2</u>
Floor Timber Bolts	<u>1 1/8</u>	Lower Pintle of the Rudder	<u>2 3/4</u>
Kelson ditto	<u>1 1/8</u>		
Transoms and throats of Hooks	<u>1 1/8</u>		
Arms of Hooks	<u>1</u>		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Close Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of Hackmatack the Transoms, Aprons, Knight Heads, Hawse Timbers, of Spruce and are free from all defects.

The Floors and first Foothooks are composed of Birch White Sound Timber.

The other Foothooks and Top Timbers of Spruce & Hackmatack

The Shifts of the first and second Foothooks are not less than 4 feet 6 inches N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are

The Frame is square from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared

The alternate Frames are well 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 Birch and the False Kelson of Birch

The Scarphs of the Kelsons are not less than 7 feet inches.

The Deck and Hold Beams are composed of Spruce Sound & good

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

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

From the Light Water Mark to the Wales of Spruce

The Wales and Black-strakes are of Spruce & Red pine The Topsides of Red pine

The Sheer-strakes and Plank-sheers of Spruce The Water-ways of Red pine

The Decks of Spruce 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 Spruce the Bilge Planks of Spruce

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

Shelf Pieces of Spruce Clamps of Spruce

Fastenings.—To Hold Beams 4 Spruce Planks to each beam well bolted with butts

with strangers well footed in every part

Deck Beams 4 Spruce Planks well bolted, with 6 helical iron pieces

all well bolted & secured in every part

Number of Breasthooks Five Pointers Two Crutches 2

Butts End Bolts are of Red 1/4 and in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes well bolted through and clenched. Treenails of all kind & Hackmatack

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. Dewar

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 .		
2	Fore Sails,	180	Chain	1 1/4	3	Bower,	13 Cwt
2	Fore Top Sails,	75	Hempen Stream Cable	5	1	Stream,	3 do
2	Fore Topmast Stay Sails,	70	Hawser	4	1	Kedge,	2 do
2	Main Sails,		Towlines				
2	Main Top Sails,	65	Warp	3			
and <i>is well found in</i>			All of <i>good</i> quality.				

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

She has one good Long Boat and one Stern boat & two life boats

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

General Remarks—Statement and Date of Repairs.

This vessel has been opened for inspection fore & aft both sides, & every thing found defective removed & replaced with new, according to my direction, some shifts of timber in the after part of the ship has been replaced with new, several shifts of plank in sealing, newly treen'd all over, caulk'd all over, some of the down fastenings replaced with new, five vertical down pieces, 10 deck beams, new main mast, of Red pine Transoms, & Pices all perfect, breast Hooks all in good Condition, deck & deck frame all remarkably good, & no expense spared in giving her every thing I 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-1 for 3 or 4 years subject to inspection
The Amount of the Fee.....£ 3 : 0 : 0 is received by me, M. D. Cressy, Surveyor
Special£ : :
Certificate (if required)£ : :

Committee's Minute 15th April 1848
Character assigned A-1 S.S. 4 G. W. W.
A. R.