

No. 133 Survey held at *Wexford* Date *August 11th 1843*
on the *Shooner Victoria* Master *Wm. Keating*
Tonnage *160* Built at *Greenwich N. C.* When built *in the year 1838*
By whom built *—* Owners *Mr. Mathew Pettit*
Port belonging to *Wexford* Destined Voyage *India*

If Surveyed Afloat or in Dry Dock *IB* *B.B.S. April 44* *Slips 4 F. 1 Ship omitted*

Length aloft	Feet. 59	Inches.	Extreme Breadth	Feet. 16	Inches.	Depth of Hold	Feet. 8	Inches.
Scantlings of Timber.			Thickness of Plank.					
Room and Space						Outside.	Inside.	
Floors	sided		Moulded					
1 st Foothooks	"		"					
2 nd Ditto	"		"					
3 rd Ditto	"		"					
Top Timbers	"		"					
Deck Beams N ^o 11	Average Space } 4 feet		"					
Hold Beams N ^o —	Average Space }		"					
Keel	"		"					
Kelsons	"		"					
Copper or Iron.			Size of Bolts in Fastenings, distinguishing whether					
Heel-Knee, and Dead Wood abaft						Copper or Iron.	Iron.	
Scarphs of Keel	N ^o 1							
Floor Timber Bolts								
Kelson ditto								
Transoms and throats of Hooks								
Arms of Hooks								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is *2 1/2* Inches. The Space between the Top-timbers is *2* Inches. The Stem, Stern Post, are composed of *Hackmatack* the Transoms, Aprons, Knight Heads, Hawse Timbers, of *Hackmatack* and are *quite* free from all defects.

The Floors and first Foothooks are composed of *Birch* Timber.

The other Foothooks and Top Timbers of *Hackmatack & Elm*

The Shifts of the first and second Foothooks are not less than *3 feet* N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are *in one length*
The Frame is *—* squared from the first Foothook Heads upwards, and *quite* free from sap, and from thence downwards, the frame is *well chafed*

The alternate Frames are *—* bolted together. *Not Bolted* 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 *quite* chocked with *a* Butt at each end of the chock.

The Main Kelson is composed of *Birch* and the False Kelson of *Red pine*

The Scarphs of the Kelsons are not less than *6* feet *—* inches. *The false Kelson is one length*

The Deck and Hold Beams are composed of *Spruce*

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 *Red pine*

From the Light Water Mark to the Wales of *Red pine*

The Wales and Black-strakes are of *Red pine* The Topsides of *Red pine*

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

The Decks of *Spruce* State of *very good*

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 *American Elm* the Bilge Planks of *Red pine*

The Ceiling, Lower Hold, of *American Elm* Between Decks of *Red pine*

Shelf Pieces of *—* Clamps of *Red pine*

Fastenings.—To Hold Beams

Deck Beams *4 good spruce pieces all tight bolted in every part with two iron hanging pieces at each side bolted down to floors*

Number of Breasthooks *Three* Pointers *Two* Crutches *—*

Butts End Bolts are of *7/8 in.* in the Bottom, and *one* Bolt in each Butt End through and clenched.

Bilge and Limber Strakes *1/2 in. wide* bolted through and clenched. Treenails of *Hackmatack*

General Quality of Workmanship *pretty good*

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

Builder's Signature

Surveyor's Signature

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,	120	Chain	3/8	2
1	Fore Top Sails,	70	Hempen Stream Cable	4	1
1	Fore Topmast Stay Sails,	-	Hawser	-	1
1	Main Sails,	-	Towlines	-	-
1	Main Top Sails,	130	Warp	2 1/2	-
and <u>some spare sails</u>			All of <u>good</u> quality.		

Her Standing and Running Rigging Complete sufficient in size and good in quality.

She has one good Long Boat and well equipped

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

General Remarks—Statement and Date of Repairs.

This vessel is after getting shing good repairs on the patent Skips of this Town, having been opened fore & aft, for inspection. Repairs as follows, all new top timbers, all new ceiling, - new transoms, likewise all iron knees, & deck beams extending down to her keel, - all new breasting boards, new stanchions fore & aft - newly planed, from fore to the head, upwards, new coming to both ways, - new haub timber, - transoms, & Breast Woods, all carefully examined and all newly bolted, & fastened, all newly treenailed, and re bolted all over, & caulked from tail to coming, - & is in the highest state of repairs, fit to take 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 K1 for 4 years subject to inspection —

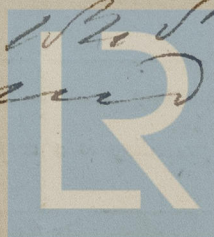
The Amount of the Fee.....£ 1 : 0 : 0 is received by me,

Special£ : :

Certificate (if required)£ : :

Committee's Minute 22nd Aug 1848

Character assigned —



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