

No. 138 Survey held at Wexford Date Jan 10th 1849
 on the Schooner Ceres Master Nicholas Meany
 Tonnage 118 Built at Wexford When built In the year 1849
 By whom built Mr Robert Sparrow Owners Mr Robert Sparrow
 Port belonging to _____ Destined Voyage Liverpool
 If Surveyed Afloat or in Dry Dock Patent Dock yard

Length aloft 36 Feet. 0 Inches. Extreme Breadth 19 Feet. 0 Inches. Depth of Hold 10 Feet. 0 Inches.

Room and Space	Scantlings of Timber.			Thickness of Plank.	
	Feet.	Inches.	Inches.	Outside.	Inside.
Floors	10	10	Moulded 13 9/16	Keel to Bilge 2 1/2	Limber Strakes 3
1st Foothooks	9	9	13 8/16	Bilge Planks 3	Bilge Planks 4
2nd Ditto	8	8	10 7/16	Bilge to Wales 2 1/2	Ceiling in Flat 2 1/2
3rd Ditto				Wales 4	Ditto Bilge to Clamp 2 1/2
Top Timbers	7	7	8 8/16	Topsides 2 1/2	Hold Beam Clamps
Deck Beams N° 15	4 x 3	9	9 6/16	Sheer Strakes 3	Deck Beam Ditto 3
Hold Beams N°				Plank Sheers 2 1/2	Ceiling 'twixt Decks 2 1/2
Keel	10	10	13 13/16	Water-Ways 4 1/2	Hold Beam Shelves
Kelsons	12	12	14 14/16	Upper Deck 2 3/4	Deck Beam Ditto 5

Copper or Iron.	Size of Bolts in Fastenings, distinguishing whether		Iron.
	Inches.	Inches.	
Heel-Knee, and Dead Wood abaft	1 1/8	Copper	
Scarphs of Keel	7/8	Copper	Hold Beam 3/4
Floor Timber Bolts	1	Copper	Deck Beam 3/4
Kelson ditto	1 1/8	Copper	
Transoms and throats of Hooks	1 1/8	Copper	
Arms of Hooks	7/8	Copper	

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 4 Inches. The Stem, Stern Post, are composed of British oak — the Transoms, Aprons, Knight Heads, Hawse Timbers, of British oak — and are quite free from all defects. The Floors and first Foothooks are composed of British oak Timber. The other Foothooks and Top Timbers of British oak. The Shifts of the first and second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 4 feet. The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is well squared & free from sap — N. B. If not, state how bolted. The alternate Frames are well bolted together. The Butts of the Timbers are quite close together; their thickness not less than 1/2 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 British oak — and the False Kelson of Green Heart. The Scarphs of the Kelsons are not less than 8 feet 0 inches. The Deck and Hold Beams are composed of The Deck beams British oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm. From the first Foothook Heads to the Light Water Mark of British oak. From the Light Water Mark to the Wales of British oak. The Wales and Black-strakes are of British oak. The Topsides of British oak. The Sheer-strakes and Plank-sheers of British oak. The Water-ways of British oak. The Decks of American yellow pine — State of new. The Shifts of the Planking are not less than 7 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 British oak the Bilge Planks of Green Heart. The Ceiling, Lower Hold, of British oak. Between Decks of British oak. Self Pieces of British oak. Clamps of British oak.

Fastenings.—To Hold Beams all Staple knees of Iron, all well bolted with 7/8 bolts with right diagonal Iron knees etc reaching solid to floors. Of Breasthooks 4 Iron — Pointers Four Iron — Crutches one Iron. Bolts are of Copper 1/2 in the Bottom, and one Bolt in each Butt End through and clenched. Limber Strakes 2 1/2 Copper bolted through and clenched. Treenails of British oak. Quality of Workmanship well executed.

I certify that the preceding is a correct description of the above-named Vessel,
Robert Sparrow Surveyor's Signature M. Decherep

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 .	
1	Fore Sails,	150	Chain	1	2	Bower, <u>10 1/2 cut</u>
1	Fore Top Sails,		Hempen Stream Cable		1	Stream, <u>11 cut</u>
1	Fore Topmast Stay Sails,	60	Hawser	6 1/2	1	Kedge, <u>2 cut</u>
1	Main Sails,	60	Towlines	4 1/2		
1	Main Top Sails,	60	Warp	3 1/2		
	and <u>no spare sails</u>		All of <u>good</u> quality.			<u>all proved in Spool</u> <u>& a Certificate given</u> <u>with them,</u>

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

She has one Long Boat and one Stern boat all new

The present state of the Windlass is new Capstan new and Rudder new Pumps new of Don

General Remarks—Statement and Date of Repairs.

This vessel has been inspected, by me at through her
 progress of building, and has been regularly reported,
 she has been upwards of three years building, and has been
 inspected when in frame, by your surveyor from London
 Augustus F. B. Creege, F.R.S.,—and much approved
 of, — she is composed of the very best material that can
 be procured, faithfully built in every part, as
 she is for sale the only thing defective is some stone
 she is extra fastened in every part and is fit to take
 a cargo of any & perishable goods to any part of
 the world,

- This vessel exceeds in strength
 & fastings, a vessel of 150 tons,
 in every part,

If sheathed, doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed A 12 years

The Amount of the Fee.....£ 2 : 0 : 0 is received by me, M. Deerey

Special£ : :

Certificate (if required)£ : :

Committee's Minute 10th Jan'y 1849

Character assigned A 12 years
M. Deerey



10 tons more Bower above
 10 tons more Bower below
 10 tons more Bower below
 10 tons more Bower below