

No. 141 Survey held at Wexford Date April 10th 1849
on the Schooner Victoria Master Henry Rowe
Tonnage 77 tons Built at Barnstable When built In the year 1837
By whom built Mr Westcott Owners Beers & Devereux
Port belonging to Wexford Destined Voyage Cardiff
If Surveyed Afloat or in Dry Dock In dry Dock Classed "10 B.A." expunged

Length aloft	<u>100 Wexford</u>	Feet. <u>63</u> Inches.	Extreme Breadth	<u>16</u>	Feet. <u>16</u> Inches.	Depth of Hold	<u>9</u>	Feet. <u>9</u> Inches.			
Scantlings of Timber.			Thickness of Plank.								
Room and Space		Inches.		Inches.	Inches.	Outside.		Inches.	Inside.		Inches.
Floors	sided	<u>11</u>	Moulded	<u>11</u>	<u>11</u>	Keel to Bilge	<u>2 1/2</u>	Limber Strakes		<u>3</u>	
1 st Foothooks	"	<u>12</u>	"	<u>12</u>	<u>11</u>	Bilge Planks	<u>5 1/2</u>	Bilge Planks		<u>4</u>	
2 nd Ditto	"	<u>11</u>	"	<u>11</u>	<u>10</u>	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat		<u>2</u>	
3 rd Ditto	"	—	"	—	—	Wales	<u>1</u>	Ditto Bilge to Clamp		<u>2</u>	
Top Timbers	"	<u>6 1/2</u>	"	<u>5 1/2</u>	<u>5 1/2</u>	Topsides	<u>2 1/2</u>	Hold Beam Clamps		—	
Deck Beams N ^o <u>11</u>	Average Space } <u>4 feet</u>	"	"	<u>9</u>	<u>9</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto		—	
Hold Beams N ^o <u>—</u>	Average Space }	"	"	—	—	Plank Sheers	<u>2 1/2</u>	Ceiling 'twixt Decks		<u>2</u>	
Keel	"	<u>13</u>	"	<u>13</u>	<u>13</u>	Water-Ways	<u>4 1/2</u>	Hold Beam Shelves		—	
Kelsons	"	<u>18</u>	"	<u>13</u>	<u>13</u>	Upper Deck	<u>2 1/2</u>	Deck Beam Ditto		<u>3</u>	

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
Heel-Knee, and Dead Wood abaft	<u>1</u>	Copper or Iron.	<u>Copper</u>	Hold Beam	
Scaphs of Keel	N ^o <u>1</u>	Bolts thro' the Bilge and Limber Strakes	<u>3/4</u>	Deck Beam	<u>3 1/2</u>
or Timber Bolts	<u>1</u>	Butt End Bolts	<u>1/2</u>		
Iron ditto	<u>1</u>	Lower Pintle of the Rudder	<u>2 1/2</u>		
Transoms and throats of Hooks	<u>3/4</u>				
Stems of Hooks	<u>3/4</u>				

Numbering.—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 English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are quite free from all defects.

The Floors and first Foothooks are composed of English Oak Timber.

The other Foothooks and Top Timbers of English Oak

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 half 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 English Oak and the False Kelson of St. Oak

The Scaphs of the Kelsons are not less than 8 feet _____ inches.

The Deck and Hold Beams are composed of English Oak

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

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of English Oak The Topsides of English Oak

The Sheer-strakes and Plank-sheers of English Oak The Water-ways of English Oak

The Decks of Red pine State of 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 English Oak the Bilge Planks of English Oak

The Ceiling, Lower Hold, of English Oak Between Decks of English Oak

Shelf Pieces of English Oak Clamps of _____

Fastenings.—To Hold Beams _____

Deck Beams Four good oak knees, each beam bolted fastened in cup part, with 14. D.M. hanging knees at each side bolted down to floors

Number of Breasthooks 3 good oak Pointers _____ Crutches _____

Butts End Bolts are of half inch in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes 1/2" Copper bolted through and clenched. Treenails of English Oak

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 _____

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,	140	Chain	2
1	Fore Top Sails,	70	Hempen Stream Cable	1
—	Fore Topmast Stay Sails,	80	Hawser	1
2	Main Sails,	70	Towlines	3
1	Main Top Sails,	140	Warp	2 1/2
			All of <u>Good</u> quality.	

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

She has One good Boat Long Boat and fully equipped in stores

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Good

General Remarks—Statement and Date of Repairs.

ND. & Sips 46

At the Request of the Owners of the "Victoria",
I have been laid a ground, dry for inspection,
all under the water is as perfect as when first
built, deck & deck frame perfectly good in every part
breast works & transoms, all perfectly good,
that in the of 1846 this vessel got a very extensive
repairs, a great many shifts of planks, all repaired
great part of new decks & sundry other repairs
every thing required, and is now 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

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

Special£ : :

Certificate (if required)£ : :

Committee's Minute 17th April 1849

Character assigned Fit for service

I am of opinion this vessel, displacing
for 4 or 5 years subject to inspection
M. Deane Surveyor



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Foundation