

No. 142 - Survey held at Wexford Date Regd 14/4/49 April 11th 1849
 on the Schooner Wanday Master Capt. Hall
 Tonnage 66 tons Built at Wexford When built in the year of 1841
 By whom built at Wexford Owners Richard Devereux
 Port belonging to Wexford Destined Voyage Dublin
 If Surveyed Afloat or in Dry Dock Piccadilly Dock

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
Scantlings of Timber.					
Room and Space	26	Moulded	8 8	Keel to Bilge	2 1/2
Floors	9	"	9 8	Bilge Planks	3
1 st Foothooks	9	"	7 6	Bilge to Wales	2 1/2
2 nd Ditto	7	"	—	Wales	4
3 rd Ditto	—	"	—	Topsides	2 1/2
Top Timbers	5	"	4 1/2	Sheer Strakes	3
Deck Beams N° 9	Average Space } 4 1/2 feet	9	9 5	Plank Sheers	2 1/2
Hold Beams N° —	Average Space }	—	—	Water-Ways	5
Keel	11	"	12 1/2	Upper Deck	2 1/2
Kelsons	14	"	14 1/4		
Size of Bolts in Fastenings, distinguishing whether					
From Copper or Iron.	Inches.	From - Copper or Iron.	Inches.	Iron.	
Heel-Knee, and Dead Wood abaft	7/8	Bolts thro' the Bilge and Limber Strakes	7/8	Hold Beam	—
Scarps of Keel	N° 1	Butt End Bolts	3/4	Deck Beam	3/4
Floor Timber Bolts	1	Lower Pintle of the Rudder	2 1/2		
Kelson ditto	1				
Transoms and throats of Hooks	1				
Arms of Hooks	7/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 Inches. The Space between the Top-timbers is 3 1/2 Inches.

The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, and are quite free from all defects.

Knight Heads, Hawse Timbers, of English Oak Timber.

The Floors and first Foothooks are composed of English Oak

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 1.5 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 & 4 1/2 feet

The Frame is twice squared from the first Foothook Heads upwards, and 2 free from sap, and from thence downwards, the

frame is twice squared —

N. B. If not, state how bolted.

The alternate Frames are twice bolted together.

The Butts of the Timbers are twice close together; their thickness not less than of the entire moulding at that place.

The Frame is twice chocked with Butt at each end of the chock.

The Main Kelson is composed of Red pine and the False Kelson of Mexican Oak

The Scarps of the Kelsons are not less than feet inches in one length

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 Mexican Elm

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-strokes are of Red pine

The Sheer-strokes and Plank-sheers of English oak

The Topsides of Red pine

The Water-ways of Red pine

The Decks of Red pine State of Good Condition

The Shifts of the Planking are not less than 8 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-strokes are composed of Mexican oak the Bilge Planks of Red pine

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

Shelf Pieces of Mexican oak Clamps of

Fastenings.—To Hold Beams

Deck Beams Four good oak knees to each beam twice bolted in each fast

with six iron hanging knees at each side covering the floors

Number of Breasthooks 4 English oak Pointers Crutches

Butts End Bolts are of 3/4 iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes 3/4 iron bolted through and clenched. Treenails of Red pine and

General Quality of Workmanship

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

Surveyor's Signature

Builder's Signature

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.

Nº.		Fathoms.
2	Fore Sails,	150
1	Fore Top Sails,	50
-	Fore Topmast Stay Sails,	-
1	Main Sails,	80
8ft 1	Main Top Sails, and Some Spare Sails	90

CABLES, &c.

	Inches.	Nº.
Chain	48	2
Hempen Stream Cable	6	1
Hawser	-	1
Towlines	47 ¹ / ₂	
Warp	24	

ANCHORS, and their weights.

Bower,	all of iron weight in good condition
Stream,	

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

She has one new boat Long Boat and fully equipped with stones

The present state of the Windlass is good Capstan weak and Rudder good Pumps good -

General Remarks—Statement and Date of Repairs.

This vessel was built at this port in 1841 for the coasting trade, has a flat bottom & round stem, & the owners are now sending this vessel, to seek freight coast way, wishes to have her classed, -

Please examine her in every part. I find her perfect in every part, decks & deck frames very good, transom, breast hooks, & every part of her frame in the very best condition, having been repaired about twelve months ago, on patent ships at this port all new, & several ships of plants are newly turned & but bottled. Her iron knees to deck beams, well bottled down to floors, at each side & every thing done that was required, I consider this vessel fit to take a cargo of any perishable goods to any part of Europe,

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

I am of opinion this Vessel should be Classed _____

Consider her entitled to the Dipottery for 2 or 3 years under inspection
Surveyor _____

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

Special£ : : Certificate (if required)£ : : *See Note annexed to Nox No 141*

Committee's Minute

17th April 1844

Character assigned

