

No. 149. Survey held at Wexford Date August 21<sup>st</sup> 1849  
 on the Schooner Melina Master Ryan  
 Tonnage 105 tons Built at St John's When built In the year of 1848  
 By whom built \_\_\_\_\_ Owners Messrs R. M. & R. Allen  
 Port belonging to Wexford Destined Voyage Galatz  
 If Surveyed Afloat or in Dry Dock On patent Ship

Length aloft	Feet. 71 Inches. 1	Extreme Breadth	Feet. 18 Inches. 1	Depth of Hold	Feet. 10 Inches. 6	
Scantlings of Timber.			Thickness of Plank.			
Room and Space	Inches. 24		Outside.	Inches.	Inside.	Inches.
Floors.....sided	12	Moulded	Keel to Bilge	2 1/2	Limber Strakes	6
1 <sup>st</sup> Foothooks.....	10	"	Bilge Planks	4	Bilge Planks	4
2 <sup>nd</sup> Ditto.....	8	"	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
3 <sup>rd</sup> Ditto.....	-	"	Wales	3 1/2	Ditto Bilge to Clamp	3
Top Timbers	8	"	Topsides	3 1/2	Hold Beam Clamps	-
Deck Beams N <sup>o</sup> 11	Average Space } 4 feet	"	Sheer Strakes	3 1/2	Deck Beam Ditto.....	4
Hold Beams N <sup>o</sup> 2	Average Space } -	"	Plank Sheers.....	3 1/2	Ceiling 'twixt Decks	2 1/2
Keel	9 1/2	"	Water-Ways	6 1/4	Hold Beam Shelves	-
Kelsons	12	"	Upper Deck	3	Deck Beam Ditto.....	4
Size of Bolts in Fastenings, distinguishing whether						
Iron Copper or Iron.			Iron.			
Heel-Knee, and Dead Wood abaft	Inches. -		Bolts thro' the Bilge and Limber Strakes	3/4	Hold Beam	3/4
Scarp of Keel.....N <sup>o</sup> 5 feet	-		Butt End Bolts	3/4	Deck Beam	3/4
Floor Timber Bolts	-		Lower Pintle of the Rudder	2 1/2		
Kelson ditto	3/4					
Transoms and throats of Hooks	3/4					
Arms of Hooks	3/4					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Two Inches. The Space between the Top-timbers is 2 1/4 Inches. The Stem, Stern Post, are composed of Hackmatack the Transoms, Aprons, Knight Heads, Hawse Timbers, of Hackmatack and are new free from all defects.

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

The other Foothooks and Top Timbers of Hackmatack.

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 3 1/2 feet

The Frame is — squared from the first Foothook Heads upwards, and Good free from sap, and from thence downwards, the frame is very good

The alternate Frames are all 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 partly chocked with 6 Butt at each end of the chock.

The Main Kelson is composed of Hackmatack and the False Kelson of Pine

The Scarphs of the Kelsons are not less than 4 feet 6 inches.

The Deck and Hold Beams are composed of Hackmatack

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

From the first Foothook Heads to the Light Water Mark of Hackmatack

From the Light Water Mark to the Wales of Hackmatack

The Wales and Black-strakes are of Hackmatack The Topsides of Hackmatack

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

The Decks of Spruce State of very good

The Shifts of the Planking are not less than 4 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. Generally The Planking is wrought — between

**Planking Inside.**—The Limber-strakes are composed of Hackmatack the Bilge Planks of Hackmatack

The Ceiling, Lower Hold, of Pine Between Decks of Hackmatack & Red pine

Shelf Pieces of Hackmatack Clamps of Red pine

**Fastenings.**—To Hold Beams Four very good Hackmatack knees—were coated with 3/4 Iron in every part

Deck Beams Four Hackmatack knees to each beam well bolted with 3/4 Iron bolts in every part

Number of Breasthooks Three Pointers Four Crutches Two

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. Treennails of Birch & Hackmatack

General Quality of Workmanship As good as generally comes from that part

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

Builder's Signature \_\_\_\_\_ Surveyor's Signature A. Deveney

Lloyd's Register Foundation

C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON. WEX1031-0148



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

She has SAILS.

N <sup>o</sup> .		Fathoms.
1	Fore Sails,	150
1	Fore Top Sails,	75
1	Fore Topmast Stay Sails,	
1	Main Sails,	75
1	Main Top Sails,	

and Some Spare Sails

CABLES, &c.

	Inches.	N <sup>o</sup> .
Chain <u>Passee</u>	1 1/2	2
Hemp Stream Cable	5	1
Hawser		1
Towlines	4	
Warp		
All of <u>Good</u> quality.		

ANCHORS, and their weights.

	#	2	lbs
Bower,	7	2	16 each Anchor
Stream,	3	1	12
Kedge,	2	0	25

all new from Dupont

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

She has One good Long Boat and fully equipped

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

### General Remarks—Statement and Date of Repairs.

This vessel has been placed on patent Ship at this port, & has been opened & examined in every part required, & I find her remarkably well fastened in every part, and of the very best material that could be got in St John, & built under the inspection of a ship's Master from this port, sent out there by the owners, & consider her 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 A 4 years or more I would say 5 years

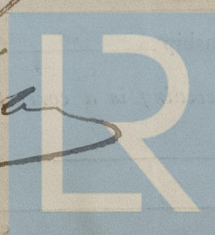
The Amount of the Fee.....£ 0 : 0 : 0 is received by me, M. Deveney Surveyor

Special .....£ : : definitely

Certificate (if required) .....£ : : certificate wanted,

Committee's Minute 31<sup>st</sup> Aug 1849

Character assigned for 5 years



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