

No. 66 Survey held at Wexford Date March 5<sup>th</sup> 1842  
on the Smart Eliza Master Captain Seaton  
Tonnage 27 tons Built at Thilowon When built 1840  
By whom built Mr Hughes Hedge Carpenter Owners Alexander Taylor Esq  
Port belonging to Wexford Destined Voyage Glasgow  
If Surveyed Afloat or in Dry Dock afloat after been built for some time

Length aloft	Feet. 41	Inches.	Extreme Breadth	Feet. 12	Inches.	Depth of Hold	Feet. 7	Inches.
<b>Scantlings of Timber.</b>								
Timber and Space	each	Inches.	Moulded	5	Inches.	<b>Thickness of Plank.</b>		
Floors	sided					<b>Outside.</b>		
1 <sup>st</sup> Foothooks	"					Keel to Bilge	1 1/2	Inches.
2 <sup>nd</sup> Ditto	"					Bilge Planks	2	Inches.
3 <sup>rd</sup> Ditto	"					Bilge to Wales	1 1/2	Inches.
Top Timbers	"					Wales	2	Inches.
Deck Beams	N <sup>o</sup> . of 6			3		Topsides	2	Inches.
Hold Beams	N <sup>o</sup> . of			6		Sheer Strakes	2	Inches.
Keel	"					Plank Sheers	2	Inches.
Kelsons	"			6		Water-Ways	2	Inches.
						Upper Deck	1 1/2	Inches.
<b>Thickness of Plank.</b>								
						<b>Inside.</b>		
						Foot Waling	2	Inches.
						Bilge Planks	2 1/2	Inches.
						Ceiling in Flat	1 1/2	Inches.
						Ditto Bilge to Clamp	1 1/2	Inches.
						Hold Beam Clamps	1 1/2	Inches.
						Deck Beam Ditto	1 1/2	Inches.
						Ceiling 'twixt Decks	1 1/2	Inches.
						Hold Beam Shelves	1 1/2	Inches.
						Deck Beam Ditto	1 1/2	Inches.
<b>Size of Bolts in Fastenings.</b>								
Heel-Knee, and Dead Wood abaft	Copper.	Inches.	Iron	Copper.	Inches.	Iron	Inches.	
Scarphs of Keel	N <sup>o</sup> . none					Hold Beam		
Floor Timber Bolts						Deck Beam		
Kelson ditto	1/2					same in Iron above the Copper		
Transoms and throats of Hooks	1/2							
Arms of Hooks	1/2							

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 5 1/2 Inches. The Space between the Top-timbers is 5 1/2 Inches. The Stem, Stern Post, are composed of Dried Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Dried Oak and are free from all defects. Not very good  
The Floors and first Foothooks are composed of Dried Oak & Elm & Fir Timber.  
The other Foothooks and Top Timbers of 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 Closed up  
The Frame is — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is but very poor  
The alternate Frames are — 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 Dried Fir and the False Kelson of None  
The Scarphs of the Kelsons are not less than — feet — inches. all one  
The Deck and Hold Beams are composed of Dried Fir

**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 Elm  
From the Light Water Mark to the Wales of Dried Fir  
The Wales and Black-strakes are of Mercur Oak The Topsides of all Oak  
The Sheer-strakes and Plank-sheers of all Oak The Water-ways of Dried Fir  
The Decks of Dried Fir yellow State of but sticking  
The Shifts of the Planking are not less than 4 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. General The Planking is wrought — between

**Planking Inside.**—The Limber-strakes are composed of Elm the Bilge Planks of Elm  
The Ceiling, Lower Hold, of Dried Oak Between Decks of Dried Oak  
Shelf Pieces of — Clamps of —

**Fastenings.**—To Hold Beams 4 Nails to each beam, Deck beam  
Deck Beams —

Number of Breasthooks two Pointers — Crutches —

Butts End Bolts are of one in each butt in the Bottom, and 1/2 Bolt in each Butt End through and clenched.

Bilge and Footwaling all bolted through and clenched.

General Quality of Workmanship very inferior

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

Builder's Name —

Surveyor's Name M. Deane



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

She has **SAILS**.

**CABLES, &c.**

### ANCHORS, and their weights.

N<sup>o</sup>.

Fore Sails,  
Fore Top Sails,  
Fore Topmast Stay Sails,  
Main Sails,  
Main Top Sails,

**Fathoms.**

60

**Chain** . . . . .

Hempen Stream Cable .....

Hawser .....

**Towlines** .....

Warp .....

All of Midling quality.

Inches.

N<sup>o</sup>.

Bower,

Stream,

Kedge,

proper weight

Her Standing and Running Rigging Half worn sufficient in size and proper size in quality. poor

She has One boat good Long Boat and

The present state of the Windlass is good Capstan 1 and Rudder good

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

This vessel, is scarce worth noticing having been built up the river some distance by country carpenters of all sorts. She is composed all sorts of timber, her first built been a fishing boat, having raised on her - she is coal built. I never was made acquainted of her been building until she was ready for sea - The stower wishing to have her reported, of which I give you all the particulars as far as I can see them, she might carry grain short distances for the on four years -

The Owners wish her to  
be reported perfect sailing  
as soon as possible

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed A1 B 2 2 1/2 years

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, *M. Debeney*  
Special .....£ : :

Committee's Minute 8<sup>th</sup> March 1842

Character assigned 1 for 2 days