

No. 122 Survey held at Westford  
on the Express Smack

Date 6th Decembe 1844  
Rec 3/1/48 122

Tonnage 41 tons Built at Barnstable

When built In the year of 1839

By whom built Mr Westcott

Owners Rhs Thomas (Deerem)

Port belonging to Westford

Destined Voyage

Dublin

If Surveyed Afloat or in Dry Dock

Patent Ship

Westford

Classed 10 A

Length aloft 45 Feet 10 Inches Extreme Breadth 15 Feet 8 Inches Depth of Hold 8 Feet 8 Inches

Scantlings of Timber.				Thickness of Plank.			
Timber and Space	each	Inches.		Outside.	Inches.	Inside.	Inches.
Floors	sided	9	Moulded	Keel to Bilge	2 1/2	Foot Waling	2 1/2
1st Foothooks	"	8	"	Bilge Planks	3 1/2	Bilge Planks	3 1/2
2nd Ditto	"	7	"	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
3rd Ditto	"	6 1/2	"	Wales	5 1/2	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	6 1/2	"	Topsides	2	Hold Beam Clamps	3
Deck Beams N° 9	Average Space 3 feet	8	"	Sheer Strakes	3	Deck Beam Ditto	3
Hold Beams N° 2	Average Space	8	"	Plank Sheers	3	Ceiling 'twixt Decks	2 1/2
Keel	"	11	"	Water-Ways	3 1/2	Hold Beam Shelves	3
Kelsons	"	11	"	Upper Deck	2 1/2	Deck Beam Ditto	3

Size of Bolts in Fastenings, distinguishing whether				Copper or Iron.			
	Inches.				Inches.		
Heel-Knee, and Dead Wood abaft	1			Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	3/4
Scarp of Keel N°	1			Butt End Bolts	1/2	Deck Beam	3/4
Floor Timber Bolts	1			Lower Pintle of the Rudder	2		
Kelson ditto	1						
Transoms and throats of Hooks	7/8						
Arms of Hooks	1/2						

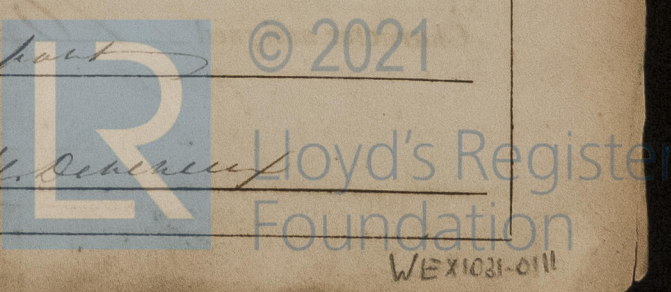
**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is one Inches. The Space between the Top-timbers is two Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak and are quite free from all defects. 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          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         . The Scarphs of the Kelsons are not less than          feet          inches. all in one. The Deck and Hold Beams are composed of English oak of Quality.

**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 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. 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 English oak.

**Fastenings.**—To Hold Beams         . Deck Beams Four good oak pieces to each beam well bolted & secured in every part. Number of Breasthooks Four Pointers          Crutches         . Butts End Bolts are of 1/2 copper in the Bottom, and two Bolt in each Butt End through and clenched. Bilge and Footwaling 3/4 iron bolted through and clenched. General Quality of Workmanship very good in every part.

We certify that the preceding is a correct description of the above-named Vessel, Builder's Signature          Surveyor's Signature M. Deerey





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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
1	Fore Sails,	130	Chain .....	3/4	2	Bower,	all of proper weight
—	Fore Top Sails,	70	Hempen Stream Cable .....	3 1/2	1	Stream,	a — a
3 fms	Fore Topmast Stay Sails,	—	Hawser .....	—	1	Kedge,	a — a
1	Main Sails,	80	Towlines .....	2 1/2			
gaff	Main Top Sails,	—	Warp .....	—			
	and <i>well furnished in</i>		All of <i>good</i> quality.				

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

She has *One good* Long Boat and \_\_\_\_\_

The present state of the Windlass is *good* Capstan *bench* and Rudder *good*

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

*This vessel has been repaired on patent slip, all her fastenings from keel upwards, re Bolted where ever required, all newly treenails from water's edge upwards, several shifts of plank, new covering boards, great part of decks - caulked from keel to Comings, & is remarkable well fastened in every part & is fit to take a cargo of dry & perishable goods to any part of Europe, is intended for the Coasting Trade*

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

I am of opinion this Vessel should be Classed *K 10 years from her first built*

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

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute *4th Jan'y* 1848

Character assigned *10* *used*



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