

No. 184 Survey held at Wexford Date 21st of February 1850
on the Schooner Gem Master Hayes
Tonnage 98 tons Built at Wexford When built In the year 1840
By whom built _____ Owners R. M. & B. Allen
Port belonging to Wexford Destined Voyage San diff
If Surveyed Afloat or in Dry Dock In dry Dock Classed 4th

Length aloft <u>107 Wexford</u>	Feet. <u>7</u> Inches. <u>2</u>	Extreme Breadth <u>18</u>	Feet. <u>1</u> Inches. <u>1</u>	Depth of Hold <u>9</u>	Feet. <u>9</u> Inches. <u>8</u>	
Scantlings of Timber.		Thickness of Plank.				
Room and Space	<u>24</u>	Inches. Middle <u>10</u> Ends <u>10</u>	Outside.	Inches. <u>2 1/2</u>	Inside.	Inches. <u>3 1/2</u>
Floors.....sided	<u>12</u>	Moulded	Keel to Bilge	<u>2 1/2</u>	Limber Strakes	<u>3 1/2</u>
1 st Foothooks	<u>10</u>	"	Bilge Planks	<u>1 1/2</u>	Bilge Planks	<u>4</u>
2 nd Ditto	<u>10</u>	"	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>2 1/2</u>
3 rd Ditto	<u>10</u>	"	Wales	<u>4</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Top Timbers	<u>11</u>	"	Topsides	<u>3</u>	Hold Beam Clamps	<u>4 1/2</u>
Deck Beams N ^o <u>12</u> Average Space <u>3 1/2 feet</u>	<u>12</u>	"	Sheer Strakes	<u>3</u>	Deck Beam Ditto	<u>3 1/2</u>
Hold Beams N ^o <u>2</u> Average Space <u>3 1/2 feet</u>	<u>12</u>	"	Plank Sheers	<u>3</u>	Ceiling 'twixt Decks	<u>3 1/2</u>
Keel	<u>10</u>	"	Water-Ways	<u>4</u>	Hold Beam Shelves	<u>3 1/2</u>
Kelsons	<u>10</u>	"	Upper Deck	<u>2 1/2</u>	Deck Beam Ditto	<u>3 1/2</u>

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Birch and are good free from all defects. The Floors and first Foothooks are composed of Black birch Timber. The other Foothooks and Top Timbers of Spruce. 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 —. The Frame is — squared from the first Foothook Heads upwards, and Keel free from sap, and from thence downwards, the frame is pretty well. 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 — chocked with — Butt at each end of the chock. The Main Kelson is composed of Black birch and the False Kelson of Black birch. The Scarphs of the Kelsons are not less than 6 feet on inches. The Deck and Hold Beams are composed of Spruce.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Birch. From the first Foothook Heads to the Light Water Mark of Spruce. From the Light Water Mark to the Wales of Spruce. The Wales and Black-strakes are of Spruce. The Topsides of Spruce. The Sheer-strakes and Plank-sheers of Spruce. The Water-ways of Spruce. The Decks of Spruce. State of in good Condition. The Shifts of the Planking are not less than 5 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. The Planking is wrought — between Black birch the Bilge Planks of Black birch.

Planking Inside.—The Limber-strakes are composed of Spruce. Between Decks of Spruce. The Ceiling, Lower Hold, of Spruce. Clamps of Spruce. Shelf Pieces of Spruce. Four good Spruce knees to each beam

Fastenings.—To Hold Beams three bolted with 3/4 bolts. Deck Beams Four good Spruce knees to each beam well bolted in every part with bolts of 3/4 Iron. Number of Breasthooks 3 of Spruce Pointers 2 Crutches 2. Butts End Bolts are of 3/4 in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes 3/4 bolts bolted through and clenched. Treenails of all newly treenails to the water edge. General Quality of Workmanship as good as the general quality of this build.

We certify that the preceding is a correct description of the above-named Vessel,
Builder's Signature _____ Surveyor's Signature _____
C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON. Lloyd's Register Foundation VERNON-054

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,	180	Chain	2	2	Bower,	all of first quality
2	Fore Top Sails,	70	Hempen Stream Cable	1 1/2	1	Stream,	in good condition
2	Fore Topmast Stay Sails,	70	Hawser	4	1	Kedge,	—
2	Main Sails,	70	Towlines	—	—	—	—
gaff- 1	Main Top Sails,	70	Warp	5	—	—	—
and <u>hull found in Dan Sails</u>			All of <u>good</u> quality.				

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

She has One good Long Boat and

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

General Remarks—Statement and Date of Repairs.

This vessel has been classed N^o 1 for 4 years from Sept^r 1846 - and as this vessel has not been in this port, this 3 years back - & therefore she has never been surveyed before this time, on her arrival in this port, the owner finding her of the books, - in - by applied to have her surveyed - agreeable to instruction I have surveyed her very minutely, in every part & found her perfectly sound and staunch in every part, on finding some of her treenails slack, I have had all treenails from gun-whole to bottom edge, caulked all over, - I consider her fit to take a cargo of any perishable goods - to any part of the world -

as this is the ^{first} survey of this kind, that has come under my notice I am not aware of the fee to be charged

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

I am of opinion this Vessel should be Classed N^o 1 The remainder of the 4 years from 1846

The Amount of the Fee.....£ : : is received by me,
should be 10/- deb^d accordingly
Special£ : :

Certificate (if required)£ : :

Committee's Minute 26th Feb^y 1847
Character assigned 4th 1