

No. 158 Survey held at Wesford Date 26<sup>th</sup> July 1850  
 on the Smack Taylor & Waylor Master Edward Cleary  
 Tonnage 31 tons Built at Wesford When built In the year of 1839  
 By whom built Messrs Archer & Linn Owners J. & T. Thomas  
 Port belonging to Wesford Destined Voyage Dublin  
 If Surveyed Afloat or in Dry Dock On patent Slips

Length aloft	42	Extreme Breadth	13	Depth of Hold	8
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Room and Space	14	Moulded	4	<b>Outside.</b>	<b>Inside.</b>
Floors	6		7	Keel to Bilge	Limber Strakes
1 <sup>st</sup> Foothooks	5		7	Bilge Planks	Bilge Planks
2 <sup>nd</sup> Ditto	6		7	Bilge to Wales	Ceiling in Flat
3 <sup>rd</sup> Ditto				Wales	Ditto Bilge to Clamp
Top Timbers	6		4	Topsides	Hold Beam Clamps
Deck Beams N <sup>o</sup> 8	6		6	Sheer Strakes	Deck Beam Ditto
Hold Beams N <sup>o</sup> —	6		6	Plank Sheers	Ceiling 'twixt Decks
Keel	11		11	Water-Ways	Hold Beam Shelves
Kelsons	13		13	Upper Deck	Deck Beam Ditto

<b>Size of Bolts in Fastenings, distinguishing whether</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft	1	Bolts thro' the Bilge and Limber Strakes	5/8
Scarpns of Keel	N <sup>o</sup> none	Butt End Bolts	1/2
Floor Timber Bolts	1	Lower Pintle of the Rudder	2
Kelson ditto	1		
Transoms and throats of Hooks	1/2		
Arms of Hooks	3/4		
		Hold Beam	
		Deck Beam	3/4

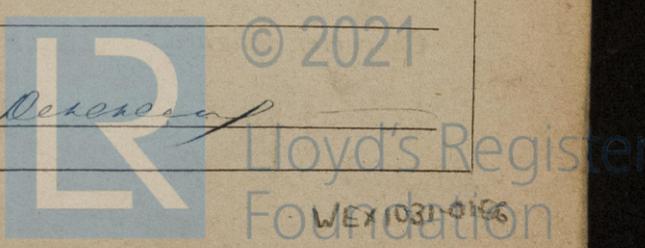
**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Three Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are quite free from all defects. The 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 3 1/2 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 feet. The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is quite sound. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are quite close together; their thickness not less than 1/2 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. The Main Kelson is composed of Pitch pine and the False Kelson of —. The Scarpns 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 Blue. 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 Pitch pine. The Decks of Red pine new State of —. The Shifts of the Planking are not less than 5 Feet 1/2 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 Blue the Bilge Planks of Blue. The Ceiling, Lower Hold, of yellow pine Between Decks of yellow pine. Shelf Pieces of — Clamps of —.

**Fastenings.**—To Hold Beams —. Deck Beams Four good oak pieces to each beam all well bolted in every part, all newly bolted. Number of Breasthooks Three oak Pointers — Crutches —. Butts End Bolts are of 1/2 inch in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes 1/8 inch bolted through and clenched. Treenails of oak. General Quality of Workmanship —.

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



Her Masts, Yards, &c. are in Good 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,	100	Chain .....	7 <sup>0</sup>	2	Bower,	all of sufficient	
—	Fore Top Sails,	70	Hempen Stream Cable .....	3 <sup>1</sup> / <sub>2</sub>	1	Stream,	sufficient & good	
—	Fore Topmast Stay Sails,	—	Hawser .....	—	1	Kedge,	in Detailing	
1	Main Sails,	70	Towlines .....	2 <sup>1</sup> / <sub>2</sub>	—			
1	Main Top Sails,	70	Warp .....	2	—			
and <u>some spare 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 Windlas is New Capstan — and Rudder Good Pumps Good

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

This vessel never has been classed, she once now finding it necessary, she has been repaired as follows— all new floors, some footboards, nearly all new top timbers, new keelson all new keeling, new decks of yellow pine, new waterways, several shifts of plank outside where ever required, all rotted & stretched all over, every defective part removed & replaced with new, new keel had a keel of Elm new short time since, is now in a perfect state of repair, fit to take a cargo of dry & perishable goods to any part of Europe, is intended for the coasting trade as a Dublin trader

The owners of this vessel & others would be very glad to avail them selves of a special survey on their vessels, but for the great expense attending the same —

I am of opinion this little vessel is entitled to a 4 years from the great

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

I am of opinion this Vessel should be Classed \_\_\_\_\_

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, W. Deane & Co Surveyors

Special .....£ : :

Certificate (if required) .....£ : :

The owner wishes for a certificate

Committee's Minute 2<sup>nd</sup> Augt. 1850

Character assigned FA

