

No. 2932 Survey held at Sunderland Date April 1846
on the Schooner Sea Queen Master J. Carnell
Tonnage 218 Built at Sunderland When built 1846
By whom built John Watson Owners Billy Ho
Port belonging to Limerick London Destined Voyage Limerick
If Surveyed Afloat or in Dry Dock during the Building

Length aloft	Feet. 132	Inches.	Extreme Breadth	Feet. 22	Inches.	Depth of Hold	Feet. 13	Inches. 6
Scantlings of Timber.				Thickness of Plank.				
Timber and Space	each	Inches.		Outside.		Inside.		
Floors	sided	10	Moulded	Keel to Bilge	3	Foot Waling	5	
1 st Foothooks	"	8.9	"	Bilge Planks	5	Bilge Planks	4 1/2	
2 nd Ditto	"	8	"	Bilge to Wales	4 1/2	Ceiling in Flat	2 1/2	
3 rd Ditto	"	8	"	Wales	4 1/2	Ditto Bilge to Clamp	2 1/2	
Top Timbers	"	7.8	"	Topsides	2 1/2	Hold Beam Clamps	4 1/2	
Deck Beams N ^o 24	Average Space	5 1/2	8 1/2	Sheer Strakes	3 1/2	Deck Beam Ditto	3	
Hold Beams N ^o 15	Average Space	4 1/2	10 1/2	Plank Sheers	3	Ceiling 'twixt Decks	2 1/2	
Keel	"	11	9 1/2	Water-Ways	6	Hold Beam Shelves	"	
Kelsons	"	11 1/2	13	Upper Deck	3	Deck Beam Ditto	"	
Size of Bolts in Fastenings, distinguishing whether				Iron.				
Copper or Iron.		Inches.	Copper or Iron.		Inches.	Iron.		
Heel-Knee, and Dead Wood abaft	"	1 1/2	Bolts thro' the Bilge and Foot Waling	"	1/4	Hold Beam	1 7/8	
Scarpns of Keel	N ^o 8	3 1/4	Butt End Bolts	"	3/4	Deck Beam	7/8 3/4	
Floor Timber Bolts	"	1	Lower Pintle of the Rudder	"	3			
Kelson ditto	"	1 1/2						
Transoms and throats of Hooks	"	1 1/2						
Arms of Hooks	"	1 7/8 3/4						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 264 Inches. The Space between the Top-timbers is 465 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Bay Oak and Mahogany and are up to 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 1 1/4". N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Sufficient. The Frame is fully squared from the first Foothook Heads upwards, and reasonably free from sap, and from thence downwards, the frame is generally well squared. N. B. If not, state how bolted. The alternate Frames are all bolted together. The Butts of the Timbers are all close together; their thickness not less than 1/5th of the entire moulding at that place. The Frame is prop chocked with no Butt at each end of the chock. The Main Kelson is composed of Green Heart and the False Kelson of Amor Oak 8. The Scarphs of the Kelsons are not less than 6 feet 6 inches. The Deck and Hold Beams are composed of Bay Oak; Afric Oak and Green Heart.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Am^r Elm. From the first Foothook Heads to the Light Water Mark of Foreign White Oak. From the Light Water Mark to the Wales of Green Heart; Cedar; Afric and English Oak. The Wales and Black-strakes are of Afric and Bay Oak and Cedar. The Topsides of Cedar and Afric Oak. The Sheer-strakes and Plank-sheers of Cedar; Afric and Bay Oak. The Water-ways of Batter Red Pine. The Decks of Yellow Pine State of Good. The Shifts of the Planking are not less than 5 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 Thin Strakes between

Planking Inside.—The Limber-strakes are composed of Dang^r Oak the Bilge Planks of Dang^r Oak. The Ceiling, Lower Hold, of Dang^r and part Afric Oak Between Decks of Dang^r Oak. Shelf Pieces of — Clamps of Foreign Oak.

Fastenings.—To Hold Beams Iron Lashing Nails also 10 iron diagonal hanging Nails and 2 Riven each side extending down to the Bilge. Deck Beams Iron Staple securing Nails and 10 iron diagonal hanging Nails each side.

Number of Breasthooks Four Pointers the pair One Crutches, Iron Hook and 2 Transom Nails. Butts End Bolts are of Iron in the Bottom, and One Bolt in each Butt End through and clenched. Bilge and Footwaling is bolted through and clenched. General Quality of Workmanship Good.

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

Builder's Signature _____ Surveyor's Signature John Brown

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	1 1/4	3	Bower,	12 - 12 - 11
1	Fore Top Sails,	75	Hempen Stream Cable	8	1	Stream,	3. 2. 9
2	Fore Topmast Stay Sails,	60	Hawser	7/8	1	Kedge,	1. 2. 0
1	Main Sails,	80	Towlines	5 3/4			
1	Main Top Sails,	80	Warp	4 3/4			
	and <u>with some</u>		All of <u>good</u> quality.				

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

She has One Long Boat and Skiff

The present state of the Windlass is Same Capstan Which and Rudder Same

with puchan

General Remarks—Statement and Date of Repairs.

Was regularly surveyed during the Building; tests taken at the following dates
21 6 21 10 The Machinery is perfect only new complete
8: 10: 11: 12

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 10 A.1.

The Amount of the Fee.....£ 3 : -- : - is received by me,

Dec

Special£ : : :

Certificate (if required)£ : : :

Committee's Minute 15th Dec 1846

Character assigned A 1 per 10 tons



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