

No. 81 Survey held at Weyford Date March 20th 1843
on the Schooner Langshipping Master Capt. Conners
Tonnage 78 OM 3 tons Built at Milford When built 1836
By whom built Wesley Griffith & Davis Owners Capt. & others
Port belonging to Weyford Destined Voyage Glasgow
If Surveyed Afloat or in Dry Dock In dry Dock

Length aloft	Feet. 56	Inches.	Extreme Breadth	Feet. 16	Inches.	Depth of Hold	Feet. 9	Inches. 6
Scantlings of Timber.								
Timber and Space	each	Inches.	Moulded	9	8	Thickness of Plank.		
Floors	sided					Outside.		
1 st Foothooks	"			7 1/2		Keel to Bilge	2 1/2	
2 nd Ditto	"			7 1/2		Bilge Planks	4	
3 rd Ditto	"					Bilge to Wales	2 1/2	
Top Timbers	"			3 1/2		Wales	5	
Deck Beams	N ^o . of 11	"		8 1/2	7	Topsides	3	
Hold Beams	N ^o . of	"				Sheer Strakes	4	
Keel	one length	"				Plank Sheers	4	
Kelsons	one length	"		13	13	Water-Ways	5	
						Upper Deck	2	
						Inside.		
						Foot Waling	3 1/2	
						Bilge Planks	4	
						Ceiling in Flat	3	
						Ditto Bilge to Clamp	2 1/2	
						Hold Beam Clamps		
						Deck Beam Ditto	4	
						Ceiling 'twixt Decks	2 1/2	
						Hold Beam Shelves		
						Deck Beam Ditto		

Size of Bolts in Fastenings.			Iron.		
Heel-Knee, and Dead Wood abaft	Copper	Iron	Hold Beam	3/4	
Scarphs of Keel	N ^o . none		Deck Beam	3/4	
Floor Timber Bolts	1 1/4		same in Iron above the Copper		
Kelson ditto	1 1/4				
Transoms and throats of Hooks	1				
Arms of Hooks	3/4				
Size of Bolts in Fastenings.			Iron.		
Bolts thro' the Bilge and Foot Waling	3/4		Hold Beam	3/4	
Butt End Bolts	1/2		Deck Beam	3/4	
Lower Pintle of the Rudder	2				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is five Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak and are sound 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 appear to be well squared

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 English oak

The Scarphs of the Kelsons are not less than feet inches.

The Deck and Hold Beams are composed of Deck beams are of English oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of English oak

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 Topsides of English oak

The Wales and Black-strakes are of English oak The Water-ways of English oak

The Sheer-strakes and Plank-sheers of English oak State of newly new

The Decks of At Mid point

The Shifts of the Planking are not less than 6 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

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

Self Pieces of English oak Clamps of

Fastenings.—To Hold Beams Four three to each beam, under bolts & secured

Deck Beams Four three to each beam well bolted & secured

Number of Breasthooks Three Pointers Crutches

Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling oak bolted through and clenched.

General Quality of Workmanship appear to be very good

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

Builder's Name Surveyor's Name At Debechee

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 .		
1	Fore Sails,	160	Chain	2 1/2	2	Bower,	Chain anchors of
2	Fore Top Sails,	60	Hempen Stream Cable	7	1	Stream,	proper size -
1	Fore Topmast Stay Sails,	—	Hawser	—	1	Kedge,	
2	Main Sails,	90	Towlines	—			
	Main Top Sails,	70	Warp	—			
	and <u>well found in</u>		All of <u>good</u> quality.				

Her Standing and Running Rigging all good & sufficient in size and good in quality.

She has one good Long Boat and nearly new

The present state of the Windlass is good Capstan new and Rudder very good

General Remarks—Statement and Date of Repairs.

This vessel has just brought in to Wexford & has been thoroughly inspected by me, & I find her in a very good state of repair in every part, having got a general repair in 1840—such as greater part of her top timbers & deck beams. & gun whales nearly all newly planed in side & rest to the ^{first} footboard heads, all newly treenail & fastened all over—Decks & beams in the best condition, likewise transoms & breast Hooks all perfectly sound & well secured. Every part, & is fit to take a cargo of dry & perishable goods to any part of Europe, is well found in stores of all kinds.

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

I am of opinion this Vessel should be Classed A for seven or 8 years

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

Special£ : :

Committee's Minute 31st March 1843

Character assigned A



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