

No. 114 Survey held at Wexford Date February 2 ^{Rec 12/2/47}
 on the Small Seagull Master Capt. Lourens 1847
 Tonnage 41 tons Built at Wexford When built In the year of 1841
 By whom built Re & R Sparrow Owners Mr Robert Sparrow
 Port belonging to Wexford Destined Voyage Swansea
 If Surveyed Afloat or in Dry Dock Surveyed afloat Classed 3rd Nov E.
Last Survey 1865 Wexford

Length aloft 46 Feet. 12 Inches. Extreme Breadth 14 Feet. 12 Inches. Depth of Hold 8 Feet. 0 Inches.

Scantlings of Timber.

	Feet.	Inches.		Inches.	Inches.	Inches.
Timber and Space..... each	<u>12</u>					
Floors..... sided	<u>7</u>		Moulded	<u>7</u>	<u>7</u>	
1 st Foothooks.....	<u>5</u>		"	<u>5</u>	<u>5</u>	
2 nd Ditto.....	<u>4</u>		"	<u>4</u>	<u>4</u>	
3 rd Ditto.....	<u>4</u>		"	<u>4</u>	<u>4</u>	
Top Timbers.....	<u>8</u>		"	<u>8</u>	<u>8</u>	
Deck Beams N ^o <u>8</u> Average Space } <u>8 feet</u>	<u>8</u>		"	<u>8</u>	<u>8</u>	
Hold Beams N ^o <u>—</u> Average Space }	<u>—</u>		"	<u>—</u>	<u>—</u>	
Keel.....	<u>8</u>		"	<u>8</u>	<u>8</u>	
Kelsons.....	<u>8</u>		"	<u>8</u>	<u>8</u>	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>—</u>	Foot Waling.....	<u>2 1/2</u>
Bilge Planks.....	<u>—</u>	Bilge Planks.....	<u>2 1/2</u>
Bilge to Wales.....	<u>2</u>	Ceiling in Flat.....	<u>2</u>
Wales.....	<u>4</u>	Ditto Bilge to Clamp.....	<u>2</u>
Topsides.....	<u>2</u>	Hold Beam Clamps.....	<u>—</u>
Sheer Strakes.....	<u>2 1/2</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>2</u>
Water-Ways.....	<u>3</u>	Hold Beam Shelves.....	<u>—</u>
Upper Deck.....	<u>2</u>	Deck Beam Ditto.....	<u>—</u>

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

	Inches.		Inches.
Heel-Knee, and Dead Wood abaft.....	<u>—</u>	Bolts thro' the Bilge and Foot Waling.....	<u>3/4</u>
Scarphs of Keel..... N ^o <u>—</u>	<u>—</u>	Butt End Bolts.....	<u>1/2</u>
Floor Timber Bolts.....	<u>1/2</u>	Lower Pintle of the Rudder.....	<u>2</u>
Kelson ditto.....	<u>1/2</u>		
Transoms and throats of Hooks.....	<u>3/4</u>		
Arms of Hooks.....	<u>1/2</u>		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 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 oak & Red pine

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 well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is well squared

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 English oak and the False Kelson of —

The Scarphs of the Kelsons are not less than — feet — inches. in one piece

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 Elm

From the first Foothook Heads to the Light Water Mark of Mexican Elm

From the Light Water Mark to the Wales of Red pine

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 Red pine

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 —

Fastenings.—To Hold Beams —

Deck Beams 4 good oak knees, all well fastened in every part, having got 4 diagonal iron knees from her deck beams down to floors

Number of Breasthooks 3 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 Footwaling 3/4 all bolted through and clenched.

General Quality of Workmanship good

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

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,	100	Chain	1/2	2	Bower,
1	Fore Top Sails,	80	Hempen Stream Cable	3 1/2	1	Stream, <i>all of proper lengths</i>
3	Fore Topmast Stay Sails,	—	Hawser	—	1	Kedge,
1	Main Sails,	75	Towlines	2 1/2		
—	Main Top Sails,	—	Warp	—		
	and <i>some spare sails</i>		All of <u>good</u> quality.			

Her Standing and Running Rigging is very good & sufficient in size and of good in quality.

She has one Long Boat and —————

The present state of the Windlass is good Capstan ————— and Rudder good

General Remarks—Statement and Date of Repairs.

*This vessel is kept in very good condition
is perfectly sound & well fastened all over,
has been all refastened about six months ago.
Such as re bent bolted newly treenails altered, & caulked
from keel to gunwale, fore diagonal down threes to
deck beams, well bolted & secured in every part
this vessel is perfectly staunch & strong & fit to
take a cargo of dry & perishable goods to any
part of the world, has always in the coasting trade
between this port & the Bristol Channel*

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

I am of opinion this Vessel should be Classed N^o 2 years from 1846 —

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, *M. Deveney*
Feb 24

Special£ : :

Certificate (if required)£ : :

Committee's Minute 16th Feb 1847

Character assigned —



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