

No. 118 Survey held at Weyford Rec. 20/12/47 Date December 2 1847
on the Schooner Petal Master Conners
Tonnage 60 tons Built at Melford When built In the year of 1824
By whom built _____ Owners Mr Richard Conners
Port belonging to Weyford Destined Voyage Glasgow
If Surveyed Afloat or in Dry Dock On Patent Slip Classed R.A. Ship omitted

Length aloft	<u>57</u> <u>Weyford</u>	Feet.	<u>5</u> <u>6</u>	Inches.		Extreme Breadth	<u>14</u> <u>7</u>	Feet.	<u>14</u> <u>7</u>	Inches.		Depth of Hold	<u>9</u> <u>7</u>	Feet.	<u>9</u> <u>7</u>	Inches.	
Scantlings of Timber.																	
Timber and Space.....	each		<u>9</u>	Inches.													
Floors.....	sided		<u>8</u>	Inches.		Moulded	<u>9</u>	Inches.	<u>9</u>								
1 st Foothooks.....	"		<u>8</u>	Inches.		"	<u>9</u>	Inches.	<u>9</u>								
2 nd Ditto.....	"		<u>7</u>	Inches.		"	<u>7</u>	Inches.	<u>7</u>								
3 rd Ditto.....	"		<u>7</u>	Inches.		"	<u>7</u>	Inches.	<u>7</u>								
Top Timbers.....	"		<u>6</u>	Inches.		"	<u>6</u>	Inches.	<u>6</u>								
Deck BeamsN°. of <u>11</u>	"		<u>8</u> <u>1/2</u>	Inches.		"	<u>8</u> <u>1/2</u>	Inches.	<u>8</u> <u>1/2</u>								
Hold BeamsN°. of <u>—</u>	"		<u>—</u>	Inches.		"	<u>—</u>	Inches.	<u>—</u>								
Keel.....	"		<u>10</u>	Inches.		"	<u>10</u>	Inches.	<u>10</u>								
Kelsons.....	"		<u>10</u>	Inches.		"	<u>16</u>	Inches.	<u>16</u>								
Thickness of Plank.																	
Outside.																	
Keel to Bilge.....			<u>3</u>	Inches.													
Bilge Planks.....			<u>4</u>	Inches.													
Bilge to Wales.....			<u>2</u> <u>1/2</u>	Inches.													
Wales.....			<u>4</u>	Inches.													
Topsides.....			<u>2</u> <u>1/2</u>	Inches.													
Sheer Strakes.....			<u>3</u> <u>1/2</u>	Inches.													
Plank Sheers.....			<u>3</u> <u>1/2</u>	Inches.													
Water-Ways.....			<u>5</u>	Inches.													
Upper Deck.....			<u>2</u> <u>1/2</u>	Inches.													
Inside.																	
Foot Waling.....			<u>3</u> <u>1/2</u>	Inches.													
Bilge Planks.....			<u>3</u> <u>1/2</u>	Inches.													
Ceiling in Flat.....			<u>2</u> <u>1/2</u>	Inches.													
Ditto Bilge to Clamp.....			<u>2</u> <u>1/2</u>	Inches.													
Hold Beam Clamps.....			<u>2</u> <u>1/2</u>	Inches.													
Deck Beam Ditto.....			<u>3</u> <u>1/2</u>	Inches.													
Ceiling 'twixt Decks.....			<u>2</u> <u>1/2</u>	Inches.													
Hold Beam Shelves.....			<u>2</u> <u>1/2</u>	Inches.													
Deck Beam Ditto.....			<u>—</u>	Inches.													
Size of Bolts in Fastenings.																	
Heel-Knee, and Dead Wood abaft.....			<u>3</u> <u>1/4</u>	Inches.													
Scarphs of Keel.....N°. of			<u>3</u> <u>1/4</u>	Inches.													
Floor Timber Bolts.....			<u>1</u>	Inches.													
Kelson ditto.....			<u>1</u>	Inches.													
Transoms and throats of Hooks.....			<u>3</u> <u>1/4</u>	Inches.													
Arms of Hooks.....			<u>1</u> <u>1/2</u>	Inches.													
Iron:																	
Hold Beam.....			<u>—</u>	Inches.													
Deck Beam.....			<u>3</u> <u>1/4</u>	Inches.													
same in Iron above the Copper.....																	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak and are all free from all defects. The Floors and first Foothooks are composed of English oak Timber. The other Foothooks and Top Timbers of English oak, some of the top timbers of pitch 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 free from sap, and from thence downwards, the frame is well squared. The alternate Frames are well bolted together. N. B. If not, state how bolted. The Butts of the Timbers are well 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 American oak. The Scarphs of the Kelsons are not less than 5 feet 6 inches. The Deck and Hold Beams are composed of Deck beams are all English oak & well sound. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Elm of good quality. 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 pitch pine. The Sheer-strakes and Plank-sheers of pitch pine. The Water-ways of pitch pine. The Decks of pitch pine. State of all 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 American oak. The Ceiling, Lower Hold, of American oak. Between Decks of pitch pine. Shelf Pieces of — Clamps of American oak. **Fastenings.**—To Hold Beams Deck Beams Four good oak & three beam well fastened in support. Number of Breasthooks Four Pointers — Crutches —. Butts End Bolts are of 1/2 inch iron in the Bottom, and two Bolt in each Butt End through and clenched. Bilge and Footwaling 3/4 through bolted through and clenched. General Quality of Workmanship —.

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

Builder's Name —

Surveyor's Name —

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,	150	Chain	2	Bower, all of proper weight
1	Fore Top Sails,	75	Hempen Stream Cable	1	Stream, <u>as</u> <u>as</u>
1	Fore Topmast Stay Sails,	—	Hawser	1	Kedge, <u>as</u> <u>as</u>
1	Main Sails,	—	Towlines		
1	Main Top Sails,	150	Warp		
and	<u>some spare sails,</u>		All of <u>good</u> quality.		

Her Standing and Running Rigging good and sufficient in size and of superior in quality.

She has one good Long Boat and well equipt

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

General Remarks—Statement and Date of Repairs.

Sigsbee 40

This vessel is after getting, a very good repair, in patent
ships, having been made all new from the keel upwards,
of second hand timber, perfectly sound, of pitch pine
& American white oak, Black Shakes, sheer strakes, water ways,
covering boards, decks, & ^{lots} many other timbers, stanchions, small
masts, comings of hatchways, all well fastened & secured
in every part, all new fastenings to decks, set hanging
iron knees, to deck beams, breast-hooks & transoms
all re-fastened, having been examined in every part
defective removed & replaced with new, & is perfectly staunch
& strong fit to take a cargo of dry & perishable goods
to any part of Europe,

This vessel has always in the Coasting trade & no expense spared
to keep her in the best state possible for the owners & crew

If Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed

I am of opinion this vessel is intended for the
coasting trade for 3 years
as per surveyor

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

Special£ : :

Committee's Minute

21st Decr 1844

Character assigned

TH 1

Record repair
LL



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