

No. 119 Survey held at Wexford Date December 4th 1847
 on the Schooner Seaflower Master Ladd
 Tonnage 60 tons Built at New Brunswick When built In the year 1825
 By whom built _____ Owners Staples, Fullin & Ladd
 Port belonging to Wexford Destined Voyage Glasgow
 If Surveyed Afloat or, in Dry Dock In Salted Skips Classed A. 55.45 = 3.72

Length aloft	Feet. 52	Inches.	Extreme Breadth	Feet. 16	Inches.	Depth of Hold	Feet. 9	Inches.
Scantlings of Timber.				Thickness of Plank.				
Timber and Space	each	Inches. 10	Moulded	Inches. Middle 10	Ends 10	Outside.		
Floors	sided	9	"	9	9	Keel to Bilge	Inches. 2	Inside.
1 st Foothooks	"	9	"	9	9	Bilge Planks	4	Foot Waling
2 nd Ditto	"	8	"	8	8	Bilge to Wales	2 1/2	Bilge Planks
3 rd Ditto	"	-	"	-	-	Wales	4	Ceiling in Flat
Top Timbers	"	7	"	7	7	Topsides	2	Ditto Bilge to Clamp
Deck Beams N ^o 11	Average Space } 3 1/2 feet	7	"	8	8	Sheer Strakes	2 1/2	Hold Beam Clamps
Hold Beams N ^o -	Average Space }	-	"	-	-	Plank Sheers	2 1/2	Deck Beam Ditto
Keel	"	10	"	10	10	Water-Ways	5	Ceiling 'twixt Decks
Kelsons	"	10	"	12	12	Upper Deck	2 1/2	Hold Beam Shelves
				</				

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 Black birch 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 Black birch Timber.

The other Foothooks and Top Timbers of English oak

The Shifts of the first and second Foothooks are not less than 3 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are in proportion

The Frame is well squared from the first Foothook Heads upwards, and quite 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 American oak and the False Kelson of American oak

The Scarps of the Kelsons are not less than 6 feet inches.

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 Black birch

From the first Foothook Heads to the Light Water Mark of Blue & Red pine plank

From the Light Water Mark to the Wales of Red pine all sent

The Wales and Black-strakes are of Red pine The Topsides of Red pine

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 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 between

Planking Inside.—The Limber-strakes are composed of American oak the Bilge Planks of Blue

The Ceiling, Lower Hold, of American oak Between Decks of Red pine

Shelf Pieces of — Clamps of Red pine

Fastenings.—To Hold Beams

Deck Beams Four good oak pieces to each beam well bolted with four iron hanging pieces

Number of Breasthooks 4 English oak Pointers — Crutches —

Butts End Bolts are of 1/2 Red Iron in the Bottom, and 2 Bolt in each Butt End through and clenched.

Bilge and Footwaling 3/4 bolts well bolted through and clenched.

General Quality of Workmanship pretty good

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

Builder's Signature _____ Surveyor's Signature M. Dechenet

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,	140	Chain	1/8	2
1	Fore Top Sails,	70	Hempen Stream Cable	1/4	1
1	Fore Topmast Stay Sails,		Hawser		1
1	Main Sails,		Towlines		
1	Main Top Sails,	120	Warp	3	
	and <u>once spare sails,</u>		All of <u>Good</u> quality.		

Her Standing and Running Rigging Good sufficient in size and Good in quality.

She has One good Long Boat and Is well equipped

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

General Remarks—Statement and Date of Repairs.

17p. 37 17p. 45

This vessel has had a very good repair on about
Slip, at Weymouth, New Nelson of Merican oak in one hull.
Nearly all new ceiling, new bulwark planks in side and out all well
bolts in every part, new whales, & all new tops sides up to
sheer trunks, new waterways, of Red pine, all repacked
with balls & trunks all over from keel to gunwale,

This vessel has had a general repair about 8 or 9 years
since her frame from the first foot hook heads, upwards
is all English oak, deck beams English, coaming boards,
transoms & Breast hooks, all new of English oak, Several
strips of plank taken out where ever required, examined in every
part & any thing found defective replaced with new,
no expense spared in giving her every thing required,
has always in the Coasting trade & not intended for any
other, I would consider her fit to take a cargo of any
perishable goods to any part of Europe,

If Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed

A for two years subject to inspection
M. Deane Surveyor

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

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Special£ : :

Certificate (if required)£ : :

Committee's Minute 21st Dec 1847

Character assigned A 1 5 3 in 1847



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