

No. 144 Survey held at Wexford Date 22 April 1849
 on the Schooner Seaflores Master John Codd
 Tonnage 60 tons Built at New Brunswick When built In the year 1825
 By whom built _____ Owners Master owner
 Port belonging to Wexford Destined Voyage Station
 If Surveyed Afloat or in Dry Dock on patent Slip Classed A 347-3 1/2

Length aloft	<u>52</u>	Feet.	<u>52</u>	Inches.	Extreme Breadth	<u>16</u>	Feet.	<u>16</u>	Inches.	Depth of Hold	<u>9</u>	Feet.	<u>9</u>	Inches.
Scantlings of Timber.														
Room and Space	<u>20</u>													
Floors	<u>sided</u>													
1st Foothooks	<u>9</u>													
2nd Ditto	<u>8</u>													
3rd Ditto	<u>8</u>													
Top Timbers	<u>8</u>													
Deck Beams N ^o <u>10</u>		Average	<u>4</u>	Space										
Hold Beams N ^o <u>1</u>		Average	<u>6</u>	Space										
Keel	<u>10</u>													
Kelsons	<u>10</u>													
Thickness of Plank.														
Outside.														
Keel to Bilge	<u>2</u>													
Bilge Planks	<u>4</u>													
Bilge to Wales	<u>2 1/2</u>													
Wales	<u>4</u>													
Topsides	<u>2 1/2</u>													
Sheer Strakes	<u>2 1/2</u>													
Plank Sheers	<u>2 1/2</u>													
Water-Ways	<u>8</u>													
Upper Deck	<u>2 1/2</u>													
Inside.														
Limber Strakes	<u>3 1/2</u>													
Bilge Planks	<u>4</u>													
Ceiling in Flat	<u>2</u>													
Ditto Bilge to Clamp	<u>2 1/2</u>													
Hold Beam Clamps	<u>—</u>													
Deck Beam Ditto	<u>3 1/2</u>													
Ceiling 'twixt Decks	<u>2 1/2</u>													
Hold Beam Shelves	<u>—</u>													
Deck Beam Ditto	<u>—</u>													
Size of Bolts in Fastenings, distinguishing whether														
Copper or Iron.														
Heel-Knee, and Dead Wood abaft	<u>1 1/8</u>													
Scarphs of Keel	<u>3/4</u>													
Floor Timber Bolts	<u>1</u>													
Kelson ditto	<u>1</u>													
Transoms and throats of Hooks	<u>3/4</u>													
Arms of Hooks	<u>3/4</u>													
Iron.														
Bolts thro' the Bilge and Limber Strakes	<u>3/4</u>													
Butt End Bolts	<u>3/4</u>													
Lower Pintle of the Rudder	<u>2</u>													
Hold Beam	<u>3/4</u>													
Deck Beam	<u>3/4</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 American oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of American oak & birch and are quite free from all defects. The Floors and first Foothooks are composed of Birch Timber. The other Foothooks and Top Timbers of English & American 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 4 feet. The Frame is — squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is well squared as the gunwale are of this build. The alternate Frames are well bolted together. from the first-foothook upwards 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 well chocked with a Butt at each end of the chock. The Main Kelson is composed of American oak and the False Kelson of —. The Scarphs of the Kelsons are not less than — feet — inches. in one length. The Deck and Hold Beams are composed of American 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 Black birch & Red pine. From the Light Water Mark to the Wales of Red pine. 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 Condition. The Shifts of the Planking are not less than 4 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 Elm. The Ceiling, Lower Hold, of American oak. Between Decks of Red pine. Shelf Pieces of — Clamps of Red pine.

Fastenings.—To Hold Beams 4 good oak knees well bolted. Deck Beams 4 good English oak knees, well bolted, with the addition of 6 Red knees extending down to floorings well bolted. Number of Breasthooks 4 well bolted Pointers — Crutches —. Butts End Bolts are of 3/4 iron in the Bottom, and Old Bolt in each Butt End through and clenched. Bilge and Limber Strakes 3/4 inch bolted through and clenched. Treenails of Blackhearted. General Quality of Workmanship —.

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's 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 .
2	Fore Sails,	140	7/8	2
1	Fore Top Sails,	70	4/1	1
1	Fore Topmast Stay Sails,	-	-	1
1	Main Sails,	70	3-	
1	Main Top Sails,	-	-	
and <i>has some spare Sails</i>		All of <u>good</u> quality.		

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

She has two good Long Boat and -

The present state of the Windlass is good Capstan French and Rudder good Pumps good

General Remarks—Statement and Date of Repairs.

March 1849-

This vessel has been opened for inspection, & required repairs as follows, General shifts of plank between whales, & waters edge, new Counter & Binnacle, six new Hanging Knees - to deck beams extending down to floors - with a bolt in each floor, all her fastenings examined, & replaced with new where ever required -

timbers all perfect, caulked all over from keel to comings & is perfectly sound in every part as far as can be seen, & having received a very good repair in 1847 -

I would consider her fit to take a cargo of dry & perishable goods to any part of Europe,

This vessel has been nearly all rebuilt at this Port and always in the Coasting trade between this and Dublin,

If sheathed, doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed

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

Special£ : :

Certificate (if required)£ : :

See note annexed to No. 143

Committee's Minute 1st May 1849

Character assigned First Class



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