

Last Report 463 P.E. Island

Rec'd 2/3/66

1439

No. Survey held at Biddeford Maine Date July 5<sup>th</sup> 1866 on the Brig Prairie Rose Master

Tonnage Old 258<sup>85</sup> 94 Built at Grand River When built 1864 Launched Dec 1864 By whom built William Head Owners A. E. Elland

Port belonging to Biddeford Destined Voyage

Surveyed while Building, Afloat, or in Dry Dock and on the beach

Table with columns for Length aloft, Extreme Breadth Outside, Depth of Hold, Thickness of Plank, and Scantlings of Timber. Includes sub-columns for Sided, Middle, Ends, and Inches.

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Table for fastenings with columns for Heel-Knee, Transoms, Hold Beam Bolts, Deck Beam Bolts, and Treenails. Includes sub-columns for Copper or Y.M. in Ship, Iron in Ship, and Inches required per Rule.

Timbering.—The Space between the Floor Timbers and Lower Foothooks is \_\_\_\_\_ Inches. The Space between the Top-Timbers is \_\_\_\_\_ Inches.

The Floors consist of \_\_\_\_\_ The First Foothooks of \_\_\_\_\_

The Second Foothooks of \_\_\_\_\_ The Third Foothooks and Top Timbers of \_\_\_\_\_

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 \_\_\_\_\_

The \_\_\_\_\_ Frames are \_\_\_\_\_ bolted together to the Gunwale. 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 piece of Rudder is \_\_\_\_\_ of Windlass is \_\_\_\_\_

The Keel is \_\_\_\_\_ The Main Keelson is \_\_\_\_\_ and \_\_\_\_\_ free from all defects.

The Stem, and Stern Post of \_\_\_\_\_ The Transoms, Knight Heads, Hawse Timbers, and Aprons of \_\_\_\_\_ Deadwood, of \_\_\_\_\_ and are \_\_\_\_\_ free from all defects.

The Deck and Hold Beams of \_\_\_\_\_ The Breasthooks of \_\_\_\_\_ The Knees of \_\_\_\_\_

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is \_\_\_\_\_ or to the First Foothook Heads }

From the above named Height to the Light Water Mark \_\_\_\_\_

From the Light Water Mark to the Wales \_\_\_\_\_

The Wales and Black-strakes are \_\_\_\_\_ The Topsides & Sheer-strakes \_\_\_\_\_

The Spirketting and Plank-sheers \_\_\_\_\_ The Water-ways { Upper Deck \_\_\_\_\_ Lower Deck \_\_\_\_\_

The Decks \_\_\_\_\_ State of \_\_\_\_\_

The Shifts of the Planking are not less than \_\_\_\_\_ 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, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are \_\_\_\_\_ The Ceiling, Lower Hold, and between Decks \_\_\_\_\_ Shelf Pieces and Clamps \_\_\_\_\_

Fastenings.—To Hold Beams \_\_\_\_\_

Deck Beams \_\_\_\_\_

Number of Breasthooks \_\_\_\_\_ Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

Butt End Bolts are of \_\_\_\_\_ in the Bottom: \_\_\_\_\_ Bolts in each Butt End \_\_\_\_\_ through and clenched.

Bilge and Limber Strakes \_\_\_\_\_ bolted through and clenched. Treenails of \_\_\_\_\_ How Made \_\_\_\_\_

Thickstuff over Double Floors \_\_\_\_\_ bolted through and clenched. General Quality of Workmanship \_\_\_\_\_

We certify that the above is a correct description of the several particulars therein given

Builder's Signature \_\_\_\_\_ Surveyor's Signature \_\_\_\_\_

B1074-208

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .			Fathoms. Inches.		N <sup>o</sup> .	Weight.
/	Fore Sails,	Chain <del>Tested &amp; to 100 tons</del>	80 1	Bower,	1 <sup>269</sup> 70	7.3.22
/	Fore Top Sails,	Hempen Stream Cable	90 6	"	1 91 11.2	7.1.28
/	Fore Topmast Stay Sails,	Hawser	90 4	Stream,	1	2.4.9
/	Main Sails,	Towlines		Kedge,	1	1.1.0
/	Main Top Sails,	Warp				
and <u>others a full set</u>		All of <u>good</u> quality.				

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

She has One Long Boat and a Villy ditto

The present state of the Windlass is good Capstan \_\_\_\_\_ Rudder good Pumps good

**General Remarks and Statement and Date of Repairs, if any.**

- DATES of Surveys held while building, as per Section 35.
- 1st. When the Frame is completed \_\_\_\_\_
  - 2nd. When the Beams are put in, &c. \_\_\_\_\_
  - 3rd. { When completed, and before the }  
      { plank be painted or payed } \_\_\_\_\_

*This Vessel has been placed in dry dock, one new upper deck beam, a great many through bolts driven in the thick stuff on double floors, and covering boards from bolts in the lower sides, and bolts to the light mast driven out and replaced with yellow metal, Ceiling dished and pieced put in where required, many bolts cut & clenched, the Rudder unshipped, two lower braces and pintles taken off and renewed with yellow metal, new narrow pipes, caulked from the keel to gunwale and deck work, rigging refitted.*

*The Chains and Anchors appear by the Certificate dated Aug<sup>th</sup> 19, 1865 were tested quite up to the Admiralty Scale, at Lloyd's Tipton Public Machine David Logan Superintendent*

*I am of opinion that this vessel is now in good condition and eligible to Class A 5.*

Present condition of Caulking of Bottom, good Deck, good and Waterways good  
If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed A 5

The Amount of the Fee.....£ : 10: is received by me,  
Special .....£ 2 : 12 : 6 Exp<sup>ts</sup> 2, 5, 6.  
Certificate .....£ : 2 : 6

Committee's Minute 9<sup>th</sup> March 1866

Character assigned A 1 for 7 years

*Handwritten signatures and notes:*  
M. Sloggett's fees, 7/12/10  
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