

WOOD SHIP.

(2565)

No. 218 Survey held at Cleare House Date, First Survey April 14 Last Survey June 24 1896
 on the Wood Pine and aff Schooner Harney Master Capt O'Brien

Official Number 6682
 Tonnage under Tonnage Deck 131.03
 Ditto of Spar Deck, or Awaiting Deck
 Ditto of Poop, or Raised Qr. Dk.
 Ditto of Houses on deck
 Ditto of Forecastle
 Gross Tonnage 131.03
 Crew Space, as per Rule
 Register Tonnage, cut on Beam 110 90/100
 Engine Room
 Register Tonnage, as a Steamer, cut on the Beam

Built at New Brunswick When built 1873 Launched
 By whom built Mr Brewster Owners Mr McCony, Benjamin
 Port belonging to Sanjamen Destined Voyage Cardiff
 If Surveyed while Building, Afloat, or in Dry Dock Grid Iron

Length as per Section 39	Feet. <u>96</u> Inches. <u>0</u>	Extreme Breadth Outside...	Feet. <u>26</u> Inches. <u>1</u>	Depth of Hold	Feet. <u>8</u> Inches. <u>1 1/2</u>	No. of Decks with Flat laid	<u>1</u>
Length of Keel	Feet. <u>88</u> Inches. <u>6</u>	Round of Beam	<u>2 1/2</u>	Depth from limber-strakes to under side of lower deck beam	Feet. <u>8</u> Inches. <u>1 1/2</u>	No. of Tiers of Beams	<u>1</u>
				Depth, Moulded	Feet. <u>10</u> Inches. <u>1 1/2</u>		

SCANTLINGS OF TIMBER.	IN SHIP.			REQUIRED PER RULE, OR AS APPROVED.			OUTSIDE PLANK.	THICKNESS.		Dimensions of Ship per Register.
	SIDED.	MOULDED.		SIDED.	MOULDED.			In Ship.	Per Rule, or as Approved.	
		Ins.	Ins.		Ins.	Ins.				
TIMBER AND SPACE	<u>24</u>			<u>19</u>			Garboard Strakes	<u>3 1/4</u>	<u>2 1/4</u>	Length <u>96.0</u> breadth <u>26.1</u> depth <u>8.95</u>
Floors	<u>11</u>	<u>10 1/2</u>		<u>7 1/2</u>	<u>8 1/2</u>	<u>7</u>	Garboard to Bilge	<u>3 1/4</u>	<u>2 1/4</u>	INSIDE PLANK.
1st Foothooks	<u>11</u>	<u>10 1/2</u>	<u>9</u>	<u>6 1/2</u>	<u>6 1/2</u>	<u>6 1/2</u>	Bilge Planks	<u>3 1/2</u>	<u>2 1/4</u>	
2nd Ditto	<u>10</u>	<u>8 1/2</u>	<u>8 1/2</u>	<u>6</u>	<u>6</u>	<u>6 1/2</u>	Bilge to Wales	<u>3 1/2</u>	<u>2 1/4</u>	Per Rule or as Approved.
3rd Ditto	<u>9 1/2</u>	<u>8 1/2</u>	<u>7 1/2</u>	<u>5 1/4</u>	<u>6 1/4</u>	<u>4 1/2</u>	Wales	<u>3 1/2</u>	<u>3 1/2</u>	Ins.
Top Timbers	<u>9 1/2</u>	<u>8</u>	<u>7 1/2</u>	<u>5 1/4</u>	<u>5 1/2</u>	<u>4 1/2</u>	Topsides	<u>3 1/2</u>	<u>2 1/2</u>	Ins.
Deck Beams	<u>15</u>	<u>5-0</u>	<u>with 2 1/2" Beam</u>	<u>8 1/2</u>	<u>8 1/2</u>	<u>7</u>	Sheer Strakes	<u>3 1/2</u>	<u>2 1/2</u>	Ins.
Deck Beams, length amidships	<u>24</u>	<u>9</u>	<u>11</u>	<u>9</u>			Plank Sheers	<u>3 1/4</u>	<u>2 1/4</u>	Ins.
Hold Beams	<u>5</u>	<u>5</u>	<u>5</u>				Water Upper Deck	<u>8 1/2</u>	<u>5 1/2</u>	Ins.
Hold Beams, length amidships	<u>11 1/2</u>	<u>11</u>	<u>10</u>				Ways Lower Deck			Ins.
Keel	<u>12</u>	<u>12</u>		<u>9</u>	<u>10</u>		Ditto, faying surface against Timbers			Ins.
Scarpns of Ditto	<u>6-0</u>			<u>4</u>	<u>3</u>		Upper deck	<u>3 1/4</u>	<u>2 1/2</u>	Ins.
Keelsons	<u>13</u>	<u>15</u>		<u>10</u>	<u>10</u>					Ins.
Scarpns of Ditto	<u>5-0</u>	<u>15</u>	<u>15</u>	<u>4</u>	<u>3</u>					Ins.

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

	Copper or YM in Ship.			Size required per Rule.	Copper or YM in Ship.			Size required per Rule.	Copper or YM in Ship.			Size required per Rule.
	Ins.	Ins.	Ins.		Ins.	Ins.	Ins.		Ins.	Ins.	Ins.	
Heel-Knee, and Deadwood abaft		<u>1</u>	<u>1 1/2</u>			<u>7</u>	<u>1 1/2</u>					
Scarpns of Keel, No.		<u>3/4</u>	<u>3/4</u>			<u>7</u>	<u>1 1/2</u>					
Keelson Bolts through Keel at each Floor		<u>1 1/8</u>	<u>1 1/2</u>			<u>7</u>	<u>1 1/2</u>					
Bolts through Heels of Timbers against Deadwood		<u>7/8</u>	<u>1 1/2</u>			<u>7</u>	<u>1 1/2</u>					
Frame Bolts		<u>3/4</u>	<u>1 1/2</u>			<u>3/4</u>	<u>1 1/2</u>					
Transoms and throats of Hooks						<u>7</u>	<u>1 1/2</u>					
Arms of Hooks						<u>7</u>	<u>1 1/2</u>					
Thro' Bilge and Limber Strakes						<u>7</u>	<u>1 1/2</u>					
Thickstuff over Double Floors						<u>3/4</u>	<u>1 1/2</u>					
Butt End Bolts						<u>3/4</u>	<u>1 1/2</u>					
Short Bolts in Ceiling						<u>3/4</u>	<u>1 1/2</u>					
Pintles of the Rudder						<u>2 1/2</u>	<u>2</u>					
Hold Beam Waterway												
Hold Beam Knees												
Bolts in Shelf or Clamp												
Deck Beam Waterway												
Deck Beam Knees												
Bolts in Shelf or Clamp												
Nails or Bolts in Flat of Deck												
Treenails												

TIMBERING.—The Space between the Floor Timbers and Lower Foothooks is Two Inches. The Space between the Top-Timbers is Five Inches.
 The Floors consist of Burch & Hackmatack The First Foothooks of Hackmatack
 The Second Foothooks of Hackmatack The Third Foothooks and Top Timbers of
 The Main Keelson is oak and is free from all defects. The Shifts of the First and Second Foothooks are not less than 4-0
 (The Rider Keelson is Patch Pine N.B.—When less than prescribed by the Rules, state how many.
 The Transoms, Knightheads, Hawse Timbers, & Aprons of Hackmatack
 Deadwood, of Hackmatack and is ditto. The rest of the Shifts of the Frame are 4-0
 The Stem, and Stern Post of oak is ditto. The Frame is well squared from First Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is Square
 The Deck and Hold Beams of Hackmatack The whole of the Frames are well bolted together to the Gunwale.
 Breasthooks of Hackmatack Knees of Hackmatack N.B.—If not, state how bolted.
 The Main piece of Rudder of oak Windlass of oak The Butts of the Timbers are all close together; their thickness not less than _____ of the entire moulding at that place.
 (The Keel of oak) The Frame is full checked with iron at Butts and dove-tailed Butt at each end of the check.

PLANKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is Burch
 From the above named height to the Wales is Pine & Hackmatack
 The Wales and Black-strakes Pine & Hackmatack The Topsides and Sheer-strakes Pine & Hackmatack
 The Spirketting and Plank-sheers Pine & Hackmatack The Water-ways { Upper Deck
 The Decks Yellow Pine State of Good { Lower Deck
 The Shifts of the Planking are not less than Five 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 Three between, and without step-butting.

PLANKING INSIDE.—The Limber-strakes and Bilge-strakes are Pine & Hackmatack
 The Ceiling, Lower Hold, and between Decks Pine & Hackmatack Shelf Pieces and Clamps Pine

FASTENINGS.—To Hold Beams

Deck Beams Hackmatack Pins & Nails 3 1/2 Size of 3/4 Head 1 1/2 Middle 1 Ends and all through bolted with 1" Bolts and clenched

Number of Breasthooks Three Pointers Three 10x10 Crutches Two
 Butt End Bolts are of 3/4 Iron in the Bottom Two Bolts in each Butt End one through and clenched.
 Bilge and Limber Strakes are bolted through and clenched. Treenails of oak How made Machine
 Thickstuff over Double Floors is bolted through and clenched. General quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given.
 Surveyor's Signature G. M. Scott Lloyd's Register
 Builder's Signature _____ Surveyor to Lloyd's Register of British and Foreign Shipping.

BID 77-0076

EQUIPMENT TONNAGE

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				WEIGHT, REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	qrs.	lbs.			
	1st Bower																
	2nd ,,																
	3rd ,,																
	Collective weight																
	Stream																
	Kedge																
	2nd Kedge.....																

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	Weight of Chain Cable.		Fathoms and Size per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size per Rule.
				Supplied.	Per Rule.									
	135	1 1/2				135	1 1/2							
										TOWLINE	60	3	none	75 x 5 1/2
										HAWSER	60	8	none	90 x 3
										WARF	60	5 1/2		
											60	3		
											60	2 1/2		

Masts, Yards, &c., are in *Good* condition, and sufficient in size and length.
 Standing and Running Rigging *is* sufficient in size and *is* in quality.
 Sails. *one* Suit of *Good* Sails, and the following spare sails *Mainmast & Foremast*
 Boats " "
 Windlass, present state is *Good* *Castan* Rudder *Good* Pumps *good one Patent*
 Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?
Three Ports in Bulwarks
 Cargo Hatchways.—How formed? *oak casings & Branded* State size *a Hatch 5-0 x 4-0*
 If of extraordinary size, state how framed and secured? *Iron & hardwood size* *7 do 3-6 x 3-6*
 What arrangement for shifting beams? *none shifting*
 Hatches, themselves, whether strong and efficient? *Yes* Main Hatchways.—State size *10-0 x 6-6*

Order for Special Survey, No. _____ Date _____
 Order for Ordinary Survey, No. _____ Date _____
 No. _____ in Builder's Yard.

- 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

General Remarks. *This vessel has been surveyed while in a position she has undergone large repairs and alterations, in effecting which she opened out, in excess of the requirements of the survey and found to have been well built and she is now in good condition.*

The Deck Beams have been salted from aft to the Main Mast Stren, in number the remainder from then forward have not been done as decks not removed. all the other parts of ship salted according to Sec 37

Present condition of Caulking of Bottom *Good* Deck *good* and Waterways *Good*
 If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled *Paint with Coal Tar* When last done *Iron*
 I am of opinion this Vessel should be Classed *would have been entitled to an original class of 9-A-*
 The Amount of the Entry Fee ... £ *1 : 1 : -* Fees applied for, *June 23 1896*
 Special ... £ *3 : 3 : -*
 Certificate ... £ : : Received by me, *E. W. M. Smith*
 Travelling Expenses, if any, £ *17 4* *June 25 1896*
15 1 4

Committee's Minute *TUES. JUN 30 1896* 18
 Character assigned _____



The Surveyors are requested not to write on or below the space for Committee's Minutes.