

Register  
Appendix 603

No. 1985 Survey held at Androsan Date 13<sup>th</sup> April 1846 Rec 23/4/46 1985  
on the Barque "Wolfville" Master David Ritchie  
Tonnage 415 Built at Nova Scotia When built 1841  
By whom built \_\_\_\_\_ Owners Gibson & Co  
Port belonging to Androsan Destined Voyage Quebec  
If Surveyed Afloat or in Dry Dock In Dry Dock  
Classed in Appendix 5 D

|   |           |                                       |                     |           |           |                |          |                      |                   |
|---|-----------|---------------------------------------|---------------------|-----------|-----------|----------------|----------|----------------------|-------------------|
| Length aloft  | Feet. 112 | Inches. 7                             | Extreme Breadth     | Feet. 28  | Inches. 4 | Depth of Hold  | Feet. 19 | Inches. -            |                   |
| Scantlings of Timber.                               |           |                                       | Thickness of Plank. |           |           |                |          |                      |                   |
| Timber and Space                                    | each      | Inches. 26                            |                     | Outside.  | Inches.   | Inside.        | Inches.  |                      |                   |
| Floors  | sided     | 12 1/2                                | Moulded             | 14 1/2    | 12        | Keel to Bilge  | 3 1/2    | Foot Waling          | 3 1/2             |
| 1 <sup>st</sup> Foothooks                           | "         | 11                                    | "                   | 13        | 10        | Bilge Planks   | 5        | Bilge Planks         | 3 strokes 8.94 10 |
| 2 <sup>nd</sup> Ditto                               | "         | 10                                    | "                   | 10        | 9         | Bilge to Wales | 3 1/2    | Ceiling in Flat      | 3 1/2             |
| 3 <sup>rd</sup> Ditto                               | "         | -                                     | "                   | -         | -         | Wales          | 5        | Ditto Bilge to Clamp | 4                 |
| Top Timbers   | "         | 9 1/2                                 | "                   | 9         | 6         | Topsides       | 3        | Hold Beam Clamps     | 2 strokes 6.45    |
| Deck Beams ....N°. of 20                            | "         | 13                                    | "                   | 13        | 10        | Sheer Strakes  | 4        | Deck Beam Ditto      | 2 strokes 6.45    |
| Hold Beams ....N°. of 18                            | "         | 14                                    | "                   | 14        | 12        | Plank Sheers   | 4 1/2    | Ceiling 'twixt Decks | 3 1/2             |
| Keel  | "         | 14                                    | "                   | 16        | -         | Water-Ways     | 7 1/2    | Hold Beam Shelves    | 9 1/2 by 16       |
| Kelsons   | "         | 16                                    | "                   | 15        | -         | Upper Deck     | 3        | Deck Beam Ditto      | 12 1/2 by 15      |
| Size of Bolts in Fastenings, distinguishing whether |           |                                       |                     |           |           |                |          |                      |                   |
| Yellow Copper or Iron. Metal                        | Inches.   | Yellow Copper or Iron. Metal          | Inches.             | Iron.     | Inches.   |                |          |                      |                   |
| Heel-Knee, and Dead Wood abaft                      | 1 1/4     | Bolts thro' the Bilge and Foot Waling | 1                   | Hold Beam | 1 1/2     |                |          |                      |                   |
| Scarphs of Keel.....N°. -                           | -         | Butt End Bolts                        | 1 1/4 + 7/8         | Deck Beam | 1         |                |          |                      |                   |
| Floor Timber Bolts                                  | 1 1/4     | Lower Pintle of the Rudder            | 3 1/2               |           |           |                |          |                      |                   |
| Kelson ditto  | 1 1/4     |                                       |                     |           |           |                |          |                      |                   |
| Transoms and throats of Hooks                       | 1 1/2     |                                       |                     |           |           |                |          |                      |                   |
| Arms of Hooks                                       | 1         |                                       |                     |           |           |                |          |                      |                   |

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 1 1/2 Inches. The Stem, Stern Post, are composed of Blackmatack Spruce the Transoms, Aprons, Knight Heads, Hawse Timbers, of Blackmatack Spruce and are free from all defects. The Floors and first Foothooks are composed of Black Birch Spruce Timber. The other Foothooks and Top Timbers of Blackmatack, Spruce, Red & Yellow 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 not seen The Frame is - squared from the first Foothook Heads upwards, and - free from sap, and from thence downwards, the frame is well squared where seen The alternate Frames are - bolted together. 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 Kelson is composed of Blackmatack and the False Kelson of Black Birch The Scarphs of the Kelsons are not less than 6 feet - inches. The Deck and Hold Beams are composed of Blackmatack Spruce

**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 Spruce From the Light Water Mark to the Wales of Spruce The Wales and Black-strakes are of Spruce, American rock elm The Topsides of Red Pine The Sheer-strakes and Plank-sheers of Red Pine & yellow Pine The Water-ways of Pine The Decks of Yellow Pine State of good 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. not seen The Planking is wrought - between

**Planking Inside.**—The Limber-strakes are composed of Black Birch the Bilge Planks of Blackmatack The Ceiling, Lower Hold, of Black Birch Spruce Between Decks of Blackmatack Spruce Shelf Pieces of Spruce Clamps of Spruce

**Fastenings.**—To Hold Beams Shelf and stringer over the beams double spruce lodging knees to every beam, 10 pair of iron diagl hanging knees with riders connected, bolted to floor heads Deck Beams Shelf and double spruce lodging knees to every beam, 9 pair of iron staple hanging knees connected to hold beams Number of Breasthooks five Pointers one pair Crutches 2 iron Butts End Bolts are of Copper & Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling 1 inch bolted through and clenched. General Quality of Workmanship Good

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

Builder's Name -

Surveyor's Name Wm. Robertson



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> .            |         |                  |
| 2                         | Fore Sails,              | 240      | Chain .....                 | 1 1/2   | 3                           | Bower,  | cut 22 lb cut 20 |
| 2                         | Fore Top Sails,          | 90       | Hempen Stream Cable .....   | 10      | 1                           | Stream, | 12 1 19          |
| 2                         | Fore Topmast Stay Sails, | 90       | Hawser .....                | 6       | 1                           | Kedge,  | 2 2              |
| 1                         | Main Sails,              | 90       | Towlines .....              | 7 1/2   |                             |         |                  |
| 3                         | Main Top Sails,          |          | Warp .....                  |         |                             |         |                  |
| and other requisite sails |                          |          | All of <u>good</u> quality. |         |                             |         |                  |

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

She has one 23 feet Long Boat and one 20 feet Pinnace,

(Patent Purchase)

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

### General Remarks—Statement and Date of Repairs.

#### Repairs at present, in Dry Dock:—

Yellow metal sheathing stript, the topside planking, 3 strakes of the wales and Blackstrakes (both sides) stript off with shears and plank shears, the greater part of the top timbers from the luff of the bows to the stern renewed with yellow and red pine timber both sides; Starboard quarter timber and bulwark stanchions all renewed with red pine and larch, new plank shears yellow pine, Shearstrakes and topsides renewed with red pine, 3 strakes of wales & blackstrakes American Rock Elm, 38 feet of new waterway abreast of Main Mast Starboard side renewed with yellow pine; Bulwarks and Rails all new; Hold and deck beam bolts all new; new stemson British Oak timber and an iron Breasthook extending 15 feet on each side of the middle line, bolted through every timber and clenched, and one new (Oak timber) Breasthook above new head lined, Rails & Cheeks & Main Mast new; some of the wood sheathing in the bottom removed and renewed, and the vessel caulked overall.

Opened above the turn of the bilges; found the timbers of the frame all in a sound healthy condition.

This Barque Classed in the Liverpool Book S. A. 1. is now in good condition & fit for the safe conveyance of dry and perishable cargoes.

If Sheathed, Doubled, Felted, or Coppered Sheathed with yellow pine When last done In 1843

Never felt to the wales in 1843

I am of opinion this Vessel should be Classed A. 1.

The Amount of the Fee.....£ 2 : - : - is received by me,

Special .....£ 2 : 2 : -

Certificate (if required) .....£ - : 10 : -

Committee's Minute 24th April 1846

Character assigned Classed 4

please to forward a Certificate of Classification