

No. 171 Survey held at Hamburg Date, first Survey 9th August Last Survey 18th September 1876
on the Brigantine Cecilia Master
Tonnage under Tonnage Deck 191
Ditto of Spar Deck, or Awning Deck
Ditto of Poop, or Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage 222
Crew Space, as per Rule
Register Tonnage, cut on Beam 192
Engine Room
Register Tonnage, as a Steamer, cut on the Beam
Built at Prince Edward Island When built 1864 Launched
By whom built Owners Lomas, Weston & Co
Port belonging to London Destined Voyage Africa
If Surveyed while Building, Afloat, or in Dry Dock

Length as per section 39	104	Feet.	98	Inches.	Extreme Breadth Outside	24	Feet.	13	Inches.	3	Depth of Hold	12' 9"	Number of Decks	One
Length of Keel	98	Feet.	98	Inches.	Extreme Breadth Outside	24	Feet.	13	Inches.	3	Depth of Hold	12' 9"	Number of Decks	One
Scantlings of Timber.														
TIMBER AND SPACE														
Floors	10 1/2 x 9													
1 st Foothooks	9 1/2 x 9													
2 nd Ditto	9 x 9													
3 rd Ditto														
Top Timbers	8 x 8													
Deck Beams	N ^o 26 Average Space 3' 6"													
Deck Beams, length amidships	23 ft.													
Hold Beams	N ^o Average Space													
Hold Beams, length amidships														
Keel	11 x 15													
Scarp of Ditto	8 feet.													
Keelsons	12 x 10 1/2													
Scarp of Ditto	7 feet.													
Outside Plank.														
Garboard Strakes	4 1/2													
Garboard to Bilge	4													
Bilge Planks	4													
Bilge to Wales	3													
Wales	3 3/4													
Topsides	3 3/4													
Sheer Strakes	3 3/4													
Plank Sheers	3 3/4													
Water Upper Deck	8 1/2 x 8 1/2													
Ways Lower Deck														
Ditto, faying surface against Timbers														
Upper Deck	3													
Dimensions of Ship per Register.														
Inside Plank.														
Limber Strakes	3													
Bilge Planks	4													
Ceiling in Flat	4													
Ditto Bilge to Clamp	3 1/2													
Hold Beam Clamps														
Deck Beam Ditto	4													
Ceiling 'twixt Decks														
Hold Beam Shelves														
Deck Beam Ditto														

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

Heel-Knee, & Deadw'd abaft	7/8	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Transoms and throats of Hooks	7/8	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam	Waterway ..			
Scarp of Keel, N ^o .					Arms of Hooks	7/8				Bolts in	Knees			
Keelson Bolts through Keel	1/8				Thro' Bilge and Limber Strakes	6/8					Shelf or Clamp			
at each Floor					Thickstuff over Double Floors					Deck Beam	Waterway ..	3/4		
Bolts thro' Heels of Timbers	1/8				Butt End Bolts	6/8				Bolts in	Knees	3/4		
against Deadwood					Short Bolts in Ceiling						Shelf or Clamp	3/4		
Frame Bolts					Pintles of the Rudder	2 3/8				Nails or Bolts in Flat of Deck				
										TreenailsInches 1 1/4			

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

The Floors consist of Hackmatack The First Foothooks of Hackmatack

The Second Foothooks of do The Third Foothooks and Top Timbers of Hackmatack

The Main Keelson is Pitch pine and gale free from all defects.

The Transoms, Knightheads, Hawse Timbers, & Aprons of Hackmatack ditto.

Deadwood, of Hackmatack and do ditto.

The Stem, and Stern Post of do ditto.

The Deck and Hold Beams of do

The Breasthooks of do

The Knees of Pine The Keel of American Elm

The Main piece of Rudder of Oak of Windlass of Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Spruce Fir

or to the First Foothook Heads }

From the above named Height to the Light Water Mark Spruce Fir

From the Light Water Mark to the Wales do

The Wales and Black-strakes do The Topsides & Sheer-strakes Spruce Fir

The Spirketting and Plank-sheers do The Water-ways { Upper Deck Spruce Fir

The Decks Pine State of good Lower Deck

The Shifts of the Planking are not less than six 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 Spruce Fir

The Ceiling, Lower Hold, and between Decks do Shelf Pieces and Clamps Spruce Fir

Fastenings.—To Hold Beams

Deck Beams By iron riders and wooden logging knees

Number of Breasthooks three Pointers one Crutches three

Butt End Bolts are of yellow metal in the Bottom two Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes do bolted through and clenched. Treenails of Pitch pine How Made good

Thickstuff over Double Floors do bolted through and clenched. General Quality of Workmanship good

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

Builder's Signature _____ Surveyor's Signature _____

20 fms Rs 1000 - Ld Bal. - P. Bourgeois
15 - 933 - ditto -
15 - 941 - ditto -
20 d condition, and sufficient in size and length.
30 1040 - ditto -

ANCHORS, 1/2 &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
Bowers	3	9 Cwt.			
(State Machine where Tested, and name of Superintend- ent).	<i>Testing certificate no 1897</i> <i>received for S. & G. Co</i> <i>2 27.3.14 10.0.1.4</i> <i>27.2.0 9.13.3.0</i> <i>no 1994</i>				
Stream	1			2 $\frac{3}{4}$	9 $\frac{3}{20}$
Kedges	1			1 $\frac{1}{4}$	

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

New

If of extraordinary size, state how framed and secured?

Matches, themselves, whether strong and efficient? Yes- Main Hatchways.—State size 8' 6" X 8'

DATES of Surveys
 held while building,
 as per Section 35.

2nd. When the Beams are put in, &c.

3rd. { When completed, and before the }
 { plank be painted or payed }

Vessel placed in Dry dock, yellow metal stripped; planking, stem & sternpost scraped & dubbed bright from keel to gunwale, the hold cleared, staves made, all air courses & limbers cleared, treenails & bolts driven out in all parts of the ship. One strake of ceiling removed & listings cut (see Section, where marked in red). Outside planking through which the chain and preventer bolts pass, removed, also one plank in each bow and each bullock. A strake of deck next the waterways removed, the windlass unhung and totally stripped; the anchors and chains overhauled. The ship has been opened outside all round according to the Rules & in addition several warped planks have been removed.

Three strakes of water about two thirds of the ship's length have been renewed, also two planks in each bow & each buttock. The covering board has been removed in order to get the salt into the ship. The whole of the above replaced with Pitch-pine. All the chain & preventer bolts renewed; a great number of new dead eyes and the ship remetalled and caulked all over.

The outside planking as well as the bottom were in good condition; the frames around the greenails were found good as well as the greenails themselves. The yellow metal bolts and the inner surface of the outside planking good. An additional number of iron middle-line bolts put in. The keelsons and beams good & all the fastenings of them repaired where necessary. The decks, comings, main piece of the rudder, rudder, pinthe pumps, masts & rigging examined and found good.

The ship has been thoroughly calked from stem to sternpost according to the Rules.

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Yellow metalled When last done Now

The Amount of the Entry Fee.....£ 3 : 0 : 0 : is received by me,

(if any) £ Certificate.... 5 : 5 : 5 :

Character assigned

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Foundation