

No. 1222 Survey held at Prince Edward Island Date, first Survey 19 June 1875 Last Survey 17 July 1877  
on the Barque "Flora" Master Benjamin E. Holman

TONNAGE under Tonnage Deck 1022.80  
Ditto of Spar Deck, or Avoning Deck  
Ditto of Poop, or Raised Qr. Dk.  
Ditto of Houses on Deck 18.37  
Ditto of Forecastle Hatch 2.24  
Gross Tonnage  
Crew Space, as per Rule  
Register Tonnage, cut on Beam 1044.61  
Engine Room  
Register Tonnage, as a Steamer, }  
cut on the Beam . . . . . }

Built at Bedford When built 1847 Launched July 1877  
By whom built William Richards Owners William Richards  
Port belonging to Prince Edward Island Destined Voyage Bristol  
If Surveyed while Building, Afloat, or in Dry Dock While Building.

Length as per section 39	Feet. 192	Inches. 0	Extreme Breadth Outside	Feet. 37	Inches. 3 1/2	Depth of Hold	Feet. 21	Inches. 10	Number of Decks	one
Length of Keel	184									
<b>Scantlings of Timber.</b>										
TIMBER AND SPACE	31									
Floors	14	15	13	13 1/4	13 1/4	12 3/4				
1st Foothooks	14	13	12	12 3/4	12 3/4	11 3/4				
2nd Ditto	13	14	12	11 3/4	11 3/4	10 3/4				
3rd Ditto	11	12	11	10 1/2	10 1/2	7 1/2				
Top Timbers	12	12	10	10	10	8 1/2				
Deck } N° 32 Average	4" 0									
Beams } Space	12	12	10	10	10	8 1/2				
Deck Beams, length amidships	34	10								
Hold } N° 28 Average	3" 10									
Beams } Space	14	15	12	14 1/5	14 1/5	11 3/4				
Hold Beams, length amidships	34	10								
Keel	15	15		15 1/4	15 1/4					
Scarphs of Ditto	7	6		6	6					
Keelsons	16	32		16 1/4	16 1/4					
Scarphs of Ditto	7	6		6	6					

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

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Dead'w'd abaft	1 3/8	"	1 3/8	Transoms and throats of Hooks	1 1/4	"	1 1/4	Hold Beam	Waterway	"	1 1/2
Scarphs of Keel, N° 8	1 1/2	"	1 3/16	Arms of Hooks	1 1/4	"	1 3/16	Bolts in	Knees	"	1 1/2
Keelson Bolts through Keel	1 1/4	"	1 1/4	Thro' Bilge and Limber Strakes	1 1/4	"	1 1/4	Deck Beam	Waterway	"	1 1/2
at each Floor	1 1/4	"	1 1/4	Thickstuff over Double Floors	1 1/4	"	1 1/4	Bolts in	Knees	"	1 1/2
Bolts thro' Heels of Timbers	1 1/2	"	1 1/2	Butt End Bolts	1 1/4	"	1 1/4	Shelf of Clamp	Shelf of Clamp	"	1 1/2
against Deadwood	1 1/2	"	1 1/2	Short Bolts in Ceiling	1 1/4	"	1 1/4	Nails or Bolts in Flat of Deck		"	1 1/2
Frame Bolts	"	1 1/2	1 1/2	Pintles of the Rudder	3/2	"	3/2	Treenails		"	1 1/2

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 3 to 4 Inches. The Space between the Top-Timbers is 4 to 6 Inches.

The Floors consist of Birch and Beech 3/5 length each. The First Foothooks of Spruce

The Second Foothooks of Spruce The Third Foothooks and Top Timbers of Spruce

The Main Keelson is Pitch pine and free from all defects. The Shifts of the First and Second Foothooks are not less than 5" 6"

(The Rider Keelson is Pitch pine) N.B. When less than prescribed by the Rule, state how many.

The Transoms, Knightheads, Hawse Timbers, & Aprons of Spruce ditto. The rest of the Shifts of the Frame are 5" 6" and 6" 6"

Deadwood, of Pitch pine and ditto. The Frame is well squared from First Foothook Heads upwards,

The Stem, and Stern Post of Pitch pine ditto. and generally from sap, and from thence downwards, the frame is good

The Deck and Hold Beams of upper deck Pitch pine Lower deck Pitch pine and Spruce The Frames are well bolted together to the Gunwale.

Breasthooks of Spruce Knees of Spruce N.B. If not, state how bolted

The Main piece of Rudder of Oak Windlass of Iron The Butts of the Timbers are close together; their thickness not

(The Keel of Birch and Oak) less than 1/8 of the entire moulding at that place.

**Planking Outside.**—From the top of the Keel to two-fifths the depth of Hold, the Plank is Spruce The Frame is choiced with a Butt at each end of the chock.

From the above named height to the Wales Spruce

The Wales and Black-strakes Spruce The Topsides & Sheer-strakes Spruce & Pitch pine

The Spirketting and Plank-sheers Spruce The Water-ways { Upper Deck Pitch pine & Spruce

The Decks Spruce State of good Lower Deck Pitch pine & Spruce

The Shifts of the Planking are not less than 6 Feet 0 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 four between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Spruce Shelf Pieces and Clamps Pitch pine

The Ceiling, Lower Hold, and between Decks Spruce

**Fastenings.**—To Hold Beams Lodging knees of Spruce and 20 pairs of vertical iron knee riders 4 1/2 broad

5 at angle (turned) 4 1/2 3/4 at throat bolts 3 1/2 and 3 1/4 at joints of timbers extending down over the

beams taking four bolts through a substantial part of floor arms.

Deck Beams Lodging knees of Spruce and 30 pairs of vertical iron knees 4 1/2 broad 5 at

angle (turned) 3 1/2 at throat bolts.

Number of Breasthooks 7 Spruce Pointers 2 Pairs Spruce & Iron Crutches 4 Spruce and Iron

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

Bilge and Limber Strakes Yellow metal bolted through and clenched. Treenails of Juniper & Locust How Made Turned

Thickstuff over Double Floors Yellow metal bolted through and clenched. General Quality of Workmanship very good

galvanized iron through timbers at throat arms.

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

Builder's Signature Wm. Richards Surveyor's Signature Richard Stagg

Surveyor to Lloyd's Register of British and Foreign Shipping.

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

She has SAILS.		CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	Length & Size req'd per Rule	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
N <sup>o</sup> .	Fore Sails,	Chain	120	13/4				Bowers	1	31.3.1			
<i>one</i>	Fore Top Sails,								1	31.1.6			
<i>ouis</i>	Fore Topmast Stay Sails,												
	Main Sails,		90	9									
	Main Top Sails,		124	4									
and	<i>are</i>	All of <i>good</i> quality						Stream ....	1	4.0.8-			
								Kedges ....	1	3.6.5-			

Her Standing and Running Rigging are sufficient in size and good in quality. She has one Long Boat and 120.8

The present state of the Windlass is down Capstan                      and Rudder good Pumps 2 Metal

**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?

**Cargo Hatchways.**—How formed? *Two beams run a cross the hatch State size after hatch 18 by 7 broad.*  
If of extraordinary size, state how framed and secured? *Two permanent beams hatchway itself only 8 feet long.*

If of extraordinary size, state how framed and secured? *Two permanent beams hatchway itself only 2 feet long.*

What arrangement for shifting beams? *Permanent beams across both hashers*

**Hatches,** themselves, whether strong and efficient? *strong*

**Main Hatchways.**—State size *22* by 8.6. Hatchway itself only

Order for Special Survey, No. _____	DATES of Surveys held while build- ing, as per Section 35.	1st. When the Frame is completed	19 <sup>th</sup> June, 18 <sup>th</sup> July, 14 <sup>th</sup> Aug 14 <sup>th</sup> Sept 1875.
Date _____		2nd. When the Beams are put in, &c.	20 <sup>th</sup> Oct 1875. 17 <sup>th</sup> May 3 <sup>rd</sup> July. 21 <sup>st</sup> Aug. 20 <sup>th</sup> Sept 1876.
Order for Ordinary Survey, No. _____		3rd. When completed, and before the plank be painted or payed	3 <sup>rd</sup> Dec 1876. 4 <sup>th</sup> April. 24 <sup>th</sup> May. 17 <sup>th</sup> July 1877.
Date _____			
No. _____ in Builder's Yard.			

**General Remarks.** She was commenced in June 1875 with the view to class 104 under Mixed material Rule, and Rule section 46 (Paragraph 2) when the seventh line read as follows.

"but the timber, barge, shelf or clamp and lodging knee bolts may be of properly galvanized iron."

This was interpreted to apply to all shelves clamps and lodgers knee bolts.

The Paragraph was altered in 1876, and made clear as applying to the lower deck only.

The external fastenings are <sup>green</sup> nails, with yellow metal bolts in the outside planking in keel, keelson, deadwood, stem, and stern post, also in the hanging knees, riders, hooks and crutches. from the lower part of keel up to the height of one fifth the depth of hold; above which the external bolt fastenings and fastenings of the deck are galvanized iron. (The short butt bolts in six strakes of topsides are of yellow metal).

Iron plates on the outside of frame are dispensed with and thick materials wrought inside and outside, as well as various other securities introduced at different parts of the vessel.

Thick gairboards are wrought bolted through keel and each other.

Beams inside are tie bolted together every six feet apart with  $7/8$  galvanized iron, as well as being additionally through bolted.

Three strakes of shelves and lamps to each deck are bolted

Present condition of Caulking of Bottom good Deck, good and Waterways good

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

I am of opinion this Vessel should be Classed

The Amount of the Entry Fee .. ..£ 5 : " : " } received by me, *Per*  
*Oct 1887* Special .. ..£ 34 : " : " } *Oct 1877*  
 Certificate .. " : " : " }

(Travelling Expenses, if any, £/s. 4. 0)

Committee's Minute 16th October 1877

23/10/44  
Character assigned A - Mr. 10 yrs

PE 1136/167

This vessel appears worthy of the favorable consideration of the Committee to be classed 10 A as recommended.

273  
6 years Table A  
1 yr mixed material Rule  
2 years yellow material  
1 - Subst  
L.A. Merc

16/10/77