

# WOOD SHIP.

1279  
Rec'd 6th Nov. 1883.

No. 1379 Survey held at Prince Edward Island Date, first Survey 4 April Last Survey 22 October 1883  
on the Brigantine "Nora" Master A. Muchison

Official Number 85788

TONNAGE under Tonnage Deck 192.56  
Ditto of Spar Deck, or Avoing Deck 22.39  
Ditto of Poop, or Raised Or. Dk.  
Ditto of Houses on Deck  
Ditto of Forecastle  
Gross Tonnage 215.04  
Crew Space, as per Rule  
Register Tonnage cut on Beam 215.04  
Engine Room  
Register Tonnage, as a Steamer, cut on the Beam

Built at Summerside When built 1883 Launched September 1883  
By whom built Angus McMillan Owners Robert Holman  
Port belonging to Prince Edward Island Destined Voyage New York  
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	105	6	24	6	12	6			one
Scantlings of Timber.									
TIMBER AND SPACE	24		20						
Floors	10-10 1/2	10 1/2	9	7	7	7			
1st Foothooks	9.10	9	8	7	7	6			
2nd Ditto	9.9 1/2	8	7	6 1/2	6	5 1/2			
3rd Ditto	8.9	7	5 1/2	6	5 1/2	4 3/4			
Top Timbers	8.9	7	5 1/2	6	5 1/2	4 3/4			
Deck { N° 22 Average Space }	4.0	9.10	9	7 1/2	9	9	6 1/2		
Beams									
Deck Beams, length amidships	22.6								
Hold { None Average Space }									
Beams									
Hold Beams, length amidships									
Keel	10 1/2	11		10	10				
Scarphs of Ditto	5.0			4.6					
Keelsons	11 1/2	22		11	11				
Scarphs of Ditto	5.0			4.6					
Outside Plank.									
Garboard Strakes	3	2 1/2							
Garboard to Bilge	3	2 1/2							
Bilge Planks	3	2 1/2							
Bilge to Wales	4	2 1/2							
Wales	4	4 3/4							
Topsides	4	3 2 1/2							
Sheer Strakes	4	3 2 1/2							
Plank Sheers	4	2 1/2							
Water { Upper Deck }	9 x 9	8							
Ways { Lower Deck }	6 x 5	8							
Ditto, faying surface against Timbers	6	5							
Upper Deck	3	2 1/2							
Inside Plank.									
Lumber Strakes	4	3							
Bilge Planks	6	3 1/2							
Ceiling in Flat	4 to 6	2 1/4							
Ditto Bilge to Clamp	4 to 5	2 1/4							
Hold Beam Clamps									
Deck Beam Ditto	8-20	5 1/2	8						
Ceiling 'twixt Decks									
Hold Beam Shelves									
Deck Beam Ditto									

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, & Deadw'd abaft	1		Transoms and throats of Hooks	1 1/8	7/8	Waterway		
Scarphs of Keel, N° 6	3/4	3/4	Arms of Hooks	3/4	3/4	Bolts in { Knees		
Keelson Bolts through Keel	7/8	7/8	Thro' Bilge and Lumber Strakes	3/4	1 1/8	Shelf or Clamp		
at each Floor	7/8	7/8	Thickstuff over Double Floors	3/4	1 1/8	Deck Beam { Waterway		
Bolts thro' Heels of Timbers	3/4	3/4	Butt End Bolts	5/8	3/4	Bolts in { Knees		
against Deadwood	3/4	3/4	Short Bolts in Ceiling	3/4	3/4	Shelf or Clamp		
Frame Bolts	3/4	3/4	Pintles of the Rudder	2 1/2	2 1/2	Nails or Bolts in Flat of Deck		
						Treenails	1 1/2	1 1/2

Timbering. The Space between the Floor Timbers and Lower Foothooks is 2 to 3 Inches. The Space between the Top-Timbers is 3 to 4 1/2 Inches.

The Floors consist of Birch & Beech & Length of Spruce The First Foothooks of Spruce  
The Second Foothooks of Spruce The Third Foothooks and Top Timbers of Spruce  
The Main Keelson is Spruce and - free from all defects. The Shifts of the First and Second Foothooks are not less than 3.9  
(The Rider Keelson is Spruce)  
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 3.9 to 4.0  
Deadwood, of Spruce and - ditto. The Frame is well squared from First Foothook Heads upwards,  
and generally free from sap, and from thence downwards, the frame is good  
The Stem, and Stern Post of Spruce ditto. The Frames are iron bolted together to the Gunwale.  
N.B. If not, state how bolted  
The Deck and Hold Beams of Spruce The Butts of the Timbers are - close together; their thickness not  
Breasthooks of Spruce Knees of Spruce less than 1/3 of the entire moulding at that place.  
The Main piece of Rudder of Greenheart Windlass of Pitch pine The Frame is - chocked with a Butt at each end of the chock.  
(The Keel of Birch)

Planking Outside. From the top of the Keel to two-fifths the depth of Hold, the Plank is Spruce  
From the above named height to the Wales Spruce  
The Wales and Black-strakes Spruce The Topsides & Sheer-strakes Spruce  
The Spirketting and Plank-sheers Spruce The Water-ways { Upper Deck Spruce  
The Decks Spruce State of good Lower Deck -  
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 three between, and without step-buttting.

Planking Inside. The Limber-strakes and Bilge-strakes are Spruce  
The Ceiling, Lower Hold, and between Decks Spruce Shelf Pieces and Clamps Spruce  
Fastenings. To Hold Beams No Hold Beams

Deck Beams Lodging knees of Spruce and spans of vertical iron knee riders 3 1/2 head 4 at angle. 2 1/2 at thro' at bolts. 2 1/2 and 2 at joints of timbers, extending down over the bilges taking two bolts through a substantial part of the floor arms.

Number of Breasthooks 5 Spruce Pointers 1 Pair Spruce Crutches 2 Spruce  
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 How Made Turned  
Thickstuff over Double Floors Iron 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

Angus McMillan

Surveyor's Signature

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



N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested & Suprntd.
one	Fore Sails,	Chain .....	165.4	1 1/16	20 3/4	165 1/16	Lloyds	Bower Anch'rs	1	8.2.0	10.12.2.0	8 3/4	Lloyds
and	Fore Top Sails,	Iron Str'm Chain	45	5/8		45 9/8	proving	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	9.0.0	11.2.2.0	8 1/4	proving
three	Fore Topmast Stay Sails,	Ditto do.					house		1	7.3.6	10.0.1.7	7	house
spare	Fore Topmast Stay Sails,	Hmpn Str'm Cbl.					Lipton	Stream ....	1	2.1.10	4.17.2.0	3 1/2	Netherland
sails	Main Sails,	Hawser .....	Lundy lines				July 1883	Kedge .....	1	1.0.21	3.13.0.14	1 1/4	July 1883
	Main Top Sails,	Towlines .....	75	7		75.7	S.K. Inet	Ditto .....					S.G. Lewis
	and of good quality	Warp .....	90	4		90.4							

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

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

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

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?

Ports in Bulwarks

Cargo Hatchways.—How formed? ordmay manner State size small

If of extraordinary size, state how framed and secured? ordmay rye

What arrangement for shifting beams? none

Hatches, themselves, whether strong and efficient? Strong

Main Hatchways.—State size 10 x 6.6

Order for Special Survey, No.	DATES of Surveys	1st. When the Frame is completed	<u>4<sup>th</sup> April - 25<sup>th</sup> May</u>
Date	held while build-	2nd. When the Beams are put in, &c.	<u>16<sup>th</sup> July - 22 August</u>
Order for Ordinary Survey, No.	ing, as per Section	3rd. When completed, and before the	<u>8<sup>th</sup> Octbr - 22 October</u>
Date	35.	plank be painted or payed	

No. in Builder's Yard.

General Remarks. She is built in accordance with Rule section 46 (Paragraph 1) for which an additional period of one year is allowed for metal fastenings.

The Shelves and Clamps are tie bolted together about every four feet apart with 3/4 iron, and each strake is bolted in and out at every timber.

The bulges are also tie bolted together about every five feet apart.

The planking and ceiling is considerably in excess of the requirements of the Rules, and a good many additional fastenings are introduced at various places.

Eight pairs of large size Iron knee riders are fitted to the upper deck beams as compensation for the requirements of Rule section 39.

Is sailed in conformity with Circular No 265.

I am of opinion she is strongly built, and eligible to be classed as underneath recommended.

The Owner requests that the certificate of classification assigned may be forwarded to this office. Ref.

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 10 A 1

The Amount of the Entry Fee .. £ 2 : : : received by me, Ref  
Special .. £ 6 : : : 6<sup>th</sup> Oct 1883  
Certificate .. " : 5 : : Ref

Travelling Expenses, if any, £ 4.10.0

Committee's Minute

FRIDAY 9 NOV 1883 18

Character assigned

Approved  
10 yrs  
of service  
TBM



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