

No. 167 Survey held at Westford Date 10th December 1850
on the Schooner "Vivid" Master William Noble
Tonnage 88 tons Built at St John's - N.B. When built 1st August 1850
By whom built — Owners R. M. & R. Allin
Port belonging to Westford Destined Voyage Lasdiff
If Surveyed Afloat or in Dry Dock Surveyed dry

Length aloft	Feet. <u>65</u> Inches.	Extreme Breadth	Feet. <u>17</u> Inches.	Depth of Hold	Feet. <u>9</u> Inches.
Scantlings of Timber.			Thickness of Plank.		
Room and Space	Inches. <u>22</u>	Inches. Middle <u>—</u> Ends <u>—</u>	Outside. Inches.	Inside. Inches.	
Floors	sided <u>11</u>	Moulded <u>11</u> <u>11</u>	Keel to Bilge <u>2 1/2</u>	Limber Strakes <u>4</u>	
1 st Foothooks	" <u>10</u>	" <u>11</u> <u>11</u>	Bilge Planks <u>4</u>	Bilge Planks <u>4</u>	
2 nd Ditto	" <u>10</u>	" <u>11</u> <u>11</u>	Bilge to Wales <u>2 1/2</u>	Ceiling in Flat <u>2 1/2</u>	
3 rd Ditto	" <u>—</u>	" <u>—</u> <u>—</u>	Wales <u>4</u>	Ditto Bilge to Clamp <u>2 1/2</u>	
Top Timbers	" <u>10</u>	" <u>6</u> <u>5</u>	Topsides <u>4</u>	Hold Beam Clamps <u>—</u>	
Deck Beams N ^o <u>12</u>	Average Space <u>4 feet</u>	" <u>11</u> <u>9</u> <u>8</u>	Sheer Strakes <u>4</u>	Deck Beam Ditto <u>—</u>	
Hold Beams N ^o <u>—</u>	Average Space <u>—</u>	" <u>—</u> <u>—</u> <u>—</u>	Plank Sheers <u>4</u>	Ceiling 'twixt Decks <u>2 1/2</u>	
Keel	" <u>11</u>	" <u>11</u> <u>11</u>	Water-Ways <u>3</u>	Hold Beam Shelves <u>—</u>	
Kelsons	" <u>11</u>	" <u>10</u> <u>10</u>	Upper Deck <u>2 1/2</u>	Deck Beam Ditto <u>3</u>	
Size of Bolts in Fastenings, distinguishing whether			Iron.		
Iron Copper or Iron.			Iron.		
Heel-Knee, and Dead Wood abaft	Inches. <u>3/4</u>	Bolts thro' the Bilge and Limber Strakes	Inches. <u>3/4</u>	Hold Beam	Inches. <u>—</u>
Scarpns of Keel N ^o <u>1</u>	<u>3/4</u>	Butt End Bolts	<u>3/4</u>	Deck Beam	<u>3/4</u>
Floor Timber Bolts	<u>3/4</u>	Lower Pintle of the Rudder	<u>2 1/4</u>		
Kelson ditto	<u>3/4</u>				
Transoms and throats of Hooks	<u>3/4</u>				
Arms of Hooks	<u>3/4</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is one Inches. The Space between the Top-timbers is two Inches. The Stem, Stern Post, are composed of Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Hackmatack & Birch and are — free from all defects. The Floors and first Foothooks are composed of Black Birch Timber. The other Foothooks and Top Timbers of Spruce. 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 —. The Frame is — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is —. 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 Black birch and the False Kelson of Black birch. The Scarpns of the Kelsons are not less than Six feet — inches. The Deck and Hold Beams are composed of 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. The Topsides of Spruce. The Sheer-strakes and Plank-sheers of Spruce. The Water-ways of Hackmatack. The Decks of Spruce. State of New. The Shifts of the Planking are not less than 5 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. aft. The Planking is wrought — between Black birch the Bilge Planks of Birch.

Planking Inside.—The Limber-strakes are composed of Spruce. Between Decks of Spruce. The Ceiling, Lower Hold, of Spruce. Shelf Pieces of Spruce. Clamps of —.

Fastenings.—To Hold Beams —. Deck Beams Four good Spruce knees well fastened with 3/4 bolts. Number of Breasthooks Three Pointers two Crutches —. Butts End Bolts are of 3/4 Iron in the Bottom, and One Bolt in each Butt End through and clenched. Bilge and Limber Strakes are well bolted through and clenched. Treenails of Hackmatack & spruce. General Quality of Workmanship — pretty good.

We certify that the preceding is a correct description of the above-named Vessel, — Surveyor's Signature A. Deserney
Builder's Signature —
C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.
Lloyd's Register Foundation
WEX1061-0158

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	60	Chain	4 1/8	2	Bower, # 8 lbs 8-8-10 - Bower
1	Fore Top Sails,	90	Hempen Stream Cable	5 1/16	1	Stream, 6-1-14 -
1	Fore Topmast Stay Sails,	70	Hawser	6 1/2	1	Kedge, -
1	Main Sails,	-	Towlines	-		
1	Main Top Sails,	-	Warp	4		
1	Main Top Sails,	40	All of <u>good</u> quality.			

Gaff -

and *has some spare sails*

All new of the best description

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

She has One good Long Boat and

The present state of the Windlas is patent Capstan and Rudder New Pumps New

General Remarks—Statement and Date of Repairs.

If Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed

N 4 years

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,

See

Special£ : :

Certificate (if required)£ : 5 :

certificate wanted,

Committee's Minute

13th Dec 1850

Character assigned

A 1 m 4 years



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