

No. 355 Survey held at Newford Date November 2 1861 355
on the schooner "Wave" Master John Murphy
Tonnage Old Built at St. Johns, N. B. When built 1861 Launched
New 89. By whom built Owners W. Barrington
Port belonging to Newford Destined Voyage Newport
If Surveyed while Building, Afloat, or in Dry Dock Afloat

Length aloft Feet. Inches. Extreme Breadth Feet. Inches. Depth of Hold Feet. Inches.

| Scantlings of Timber. | | | | Thickness of Plank. | | | |
|-----------------------|---------------|---------|---------|---------------------|--|----------------------|--|
| Room and Space | | Inches. | Inches. | Outside. | | Inside. | |
| Floors | sided | | Moulded | Keel to Bilge | | Limber Strakes | |
| 1st Foothooks | " | " | " | Bilge Planks | | Bilge Planks | |
| 2nd Ditto | " | " | " | Bilge to Wales | | Ceiling in Flat | |
| 3rd Ditto | " | " | " | Wales | | Ditto Bilge to Clamp | |
| Top Timbers | " | " | " | Short Hoods | | Hold Beam Clamps | |
| Deck Beams N° | Average Space | " | " | Topsides | | Deck Beam Ditto | |
| Hold Beams N° | Average Space | " | " | Sheer Strakes | | Ceiling 'twixt Decks | |
| Keel | " | " | " | Plank Sheers | | Hold Beam Shelves | |
| Keelsons | " | " | " | Water-Ways | | Deck Beam Ditto | |
| Scarphs of Ditto | " | " | " | Upper Deck | | | |

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

| | Copper Inches. | Iron Inches. | | Copper Inches. | Iron Inches. | | Copper Inches. | Iron Inches. |
|-------------------------------|----------------|--------------|------------------------------------|----------------|--------------|----------------------------|----------------|--------------|
| Heel-Knee, and Deadwood abaft | | | Transoms and throats of Hooks | | | Lower Pintle of the Rudder | | |
| Scarphs of Keel.....N°. | | | Arms of Hooks | | | Hold Beam | | |
| Floor Timber Bolts | | | Bolts thro' Bilge & Limber Strakes | | | Deck Beam | | |
| Kelson ditto | | | Butt End Bolts | | | | | |

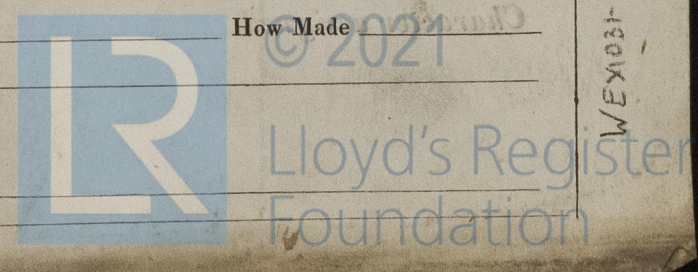
Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is _____ Inches. The Space between the Top-timbers is _____ Inches. The Stem, Stern Post, consist of _____ the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of _____ and are _____ free from all defects. The Floors consist of _____ The First Foothooks of _____ Timber. The Second Foothooks of _____ The Third Foothooks of _____ The Top Timbers of _____ 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 to the Gunwale. 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 Keelson is _____ and free from all defects. The False Keelson is _____ The Deck Beams consist of _____ The Hold Beams of _____ The Knees of _____

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is _____ From the above named Height to the Light Water Mark _____ From the Light Water Mark to the Wales _____ The Wales and Black-strakes are _____ The Topsides _____ The Sheer-strakes _____ and Plank-sheers _____ The Water-ways _____ The Decks _____ State of _____ 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. The Planking is wrought _____ between _____

Planking Inside.—The Limber-strakes are _____ the Bilge Planks _____ The Ceiling, Lower Hold, _____ Between Decks _____ Shelf Pieces _____ Clamps _____

Fastenings.—To Hold Beams _____ Deck Beams _____ Number of Breasthooks _____ Pointers _____ Crutches _____ Butts End Bolts are of _____ in the Bottom, and _____ Bolt in each Butt End through and clenched. Bilge and Limber Strakes _____ bolted through and clenched. Treenails of _____ How Made _____ General Quality of Workmanship _____

We certify that the preceding is a correct description of the above-named Vessel, Builder's Signature _____ Surveyor's Signature _____



1070-4201X37M

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 . | Weight. |
| 2 | Fore Sails, | Chain <u>Admiralty Proof</u> | 130 | 3/16 | Bower, <u>Hotspur Patent</u> | 2 | 11 2 1/2 |
| 1 | Fore Top Sails, | Hempen Stream Cable | 80 | 6 1/2 | | | |
| 1 | Fore Topmast Stay Sails, | Hawser <u>Chain</u> | 40 | 1/2 | Stream, | 1 | 2 1 1/2 |
| 1 | Main Sails, | Towlines | | | | | |
| 1 | Main Top Sails, | Warp | 100 | 3 1/2 | Kedge, | 1 | 10 1/2 |
| and <u>Long Spare Sails</u> | | | All of <u>good</u> quality. | | | | |

Her Standing and Running Rigging Wire good & sufficient in size and good in quality.

She has One New boat Long Boat and fully equipped with stores.

The present state of the Windlass is Patent Capstan Chain Rudder New Pumps Two New Wood pumps

General Remarks—Statement and Date of Repairs.

*This vessel is now fully found in stores of the best description
at no expense shared*

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed A1 4 years

The Amount of the Fee.....£ : 10 : 0 is received by me,

Nov 11/61 Special£ : :

Certificate (if required)£ : 2 : 6

Committee's Minute 5th November 1861

Character assigned 4 A 1



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