

WOOD SHIP.

607
R. 1/24/81

No. 607 Survey held at Weyford Date, first Survey April Last Survey 29th July 1881
 on the Round Stained Schooner "Samuel Dixon" Master Hutchinson
 TONNAGE under Tonnage Deck
 Ditto of Spar Deck, or Arming Deck
 Ditto of Poop, or Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage 46
 Crew Space, as per Rule 8.47
 Register Tonnage, out on Beam 37.53
 Engine Room
 Register Tonnage, as a Steamer, }
 out on the Beam }

Built at Slint When built 1782 Launched
 By whom built Owners Hutchinson & Co
 Port belonging to Weyford Destined Voyage Coaster
 If Surveyed while Building, Afloat, or in Dry Dock On Bank at Dock yard Weyford

Length as per section 39	Feet. 67	Inches. 62	Extreme Breadth Outside ..	Feet. 16	Inches. 6	Depth of Hold....	Feet. 6	Inches. 7 1/2	Number of Decks <u>one</u>
Length of Keel	67	62	IN SHIP. Moulded.	16	6	(Depth from limber-strakes to under side of lower deck beam)			
Scantlings of Timber.			Sided. Middle. Ends.	Sided. Middle. Ends.		Outside Plank.	In Ship. Required per Rule.		Dimensions of Ship per Register,
TIMBER AND SPACE.....						Garboard Strakes...	3	P. Pine	length <u>67</u> breadth <u>16 1/6</u> depth <u>6 7/8</u>
Floors	10	9				Garboard to Bilge ..	3	Edm	
1 st Foothooks	9	9				Bilge Planks	4	P. Pine	
2 nd Ditto						Bilge to Wales	2 1/2	5	
3 rd Ditto	6	7				Wales	3	5	
Top Timbers						Topsides	2 1/2	5	
Deck } N ^o Average } <u>4 feet</u>	10	12				Sheer Strakes	3	5	
Beams } Space }						Plank Sheers	6	5	
Deck Beams, length amidships ..						Water } Upper Deck	7 x 9	5	
Hold } N ^o Average }						Ways } Lower Deck			
Beams } Space }						Ditto, faying surface			
Hold Beams, length amidships ..						against Timbers ...			
Keel	10	12				Upper Deck... (new)	3	spume	
Scarphs of Ditto									
Keelsons	15	15							
Scarphs of 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			Hold Beam		
Scarphs of Keel, N ^o			Arms of Hooks.....	7/8		Bolts in		
Keelson Bolts through Keel	1 1/8		Thro' Bilge and Limber Strakes	3/4		Waterway ..		
at each Floor			Thickstuff over Double Floors ..			Knees		
Bolts thro' Heels of Timbers	3/4		Butt End Bolts.....	5/8		Shelf or Clamp		
against Deadwood	3/4		Short Bolts in Ceiling			Deck Beam		
Frame Bolts.....			Pintles of the Rudder ... new	2 1/4		Bolts in		
						Waterway ..		
						Knees	3/4	
						Shelf or Clamp		
						Nails or Bolts in Flat of Deck		Get down spikes
						Treenails 1 1/8 Inches		

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

The Floors consist of Oak & Chesnut (part new) The First Foothooks of Edm & Oak (part new)

The Second Foothooks of _____ The Third Foothooks and Top Timbers of Larch & Oak

The Main Keelson is P. Pine and new free from all defects. The Shifts of the First and Second Foothooks are not less than _____

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

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

The rest of the Shifts of the Frame are _____

Deadwood, of Oak and _____ ditto.

The Frame is _____ squared from First Foothook Heads upwards,

The Stem, and Stern Post of Oak ditto.

and _____ free from sap, and from thence downwards, the frame is _____

The Deck and Hold Beams of Oak & Larch (part new)

The Frames are _____ bolted together to the Gunwale.

Breasthooks of 2 of Iron 1 of Oak Knees of Blackwood & Oak

N.B. If not, state how bolted

The Main piece of Rudder of Oak Windlass of Oak

The Butts of the Timbers are _____ close together; their thickness not less than _____ of the entire moulding at that place.

(The Keel of Am & Elm)

The Frame is _____ chocked with _____ Butt at each end of the chock.

Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is P. Pine

From the above named height to the Wales Larch & Red pine

The Wales and Black-strakes P. Pine & Larch

The Topsides & Sheer-strakes P. Pine & Larch

The Spirketting and Plank-sheers _____

The Water-ways { Upper Deck P. Pine

The Decks Spume State of new

Lower Deck _____

The Shifts of the Planking are not less than 4 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 P. Pine (new)

The Ceiling, Lower Hold, and between Decks P. Pine & Larch Shelf Pieces and Clamps P. Pine (new)

Fastenings.—To Hold Beams _____

Deck Beams Lodging Knees, principally Oak, a few second hand Blackwood
all the deck frame thoroughly Bolted

Number of Breasthooks Three Pointers _____ Crutches _____
 Butt End Bolts are of 5/8 Iron in the Bottom Three Bolts in each Butt End _____ through and clenched.

Bilge and Limber Strakes 3/4 in bolted through and clenched. Treenails of Larch 1 1/8 in How Made planed

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

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

Surveyor's Signature _____

Builder's Signature _____

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

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested & Suprntd.
4	Fore Sails,	Chain						Bower Anch'rs					
1	Fore Top Sails,	Iron Str'm Chain	60	1	Has been a while but good			(State Machine where Tested, Date, or No. of Certificate, & Name of Superintdnt.)		5 1/2			
1	Fore Topmast Stay Sails,	Ditto do.	60	3/4						5-			
2	Main Sails,	Iron Str'm Cbl.	45	1/2				Stream		1			
1	Main Top Sails,	Hawser	60	6 1/2				Kedge		1/2			
	and Gaff Sails,	Towlines	60	4 1/2				Ditto					
		Warp	60	3 1/2									
		quality	new										

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length. One mast & all light spars are new

Her Standing and Running Rigging new sufficient in size and best in quality. She has one Long Boat and new

The present state of the Windlass is Good Capstan Good and Rudder new Pumps one timber & one 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?
Wash Boards

Cargo Hatchways.—How formed? _____ State size _____

If of extraordinary size, state how framed and secured? _____

What arrangement for shifting beams? none

Hatches, themselves, whether strong and efficient? are good Main Hatchways.—State size 9 1/2 ft. x 6 1/2 ft.

Order for Special Survey, No.	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed
Date		2nd. When the Beams are put in, &c.
Order for Ordinary Survey, No.		3rd. When completed, and before the plank be painted or payed
Date		
No.	in Builder's Yard.	

General Remarks.

This vessel has never been on the Books, she was purchased some 4 years since by present Owners with the intention of breaking her up, but finding her frame so sound it was determined to have her repaired, and applied to the Board of Trade for a new Register as the former one was given up, she has been accordingly registered as a rebuilt vessel on Custom Books. All the foregoing repairs have been carried fully down, and the outfit of the best quality, she is really a good vessel and fit for any trade her size will suit.
The repairs now done consist of 18 new Floors Oak & she has 28 feet putticks Elm & Oak, 84 line & bark tops of Oak Larch, new P. Pine Kelson 15 sq square, outside planking all new except one Balgi plank of a side is Elm, 80 inch Beams, amid Ships are Larch, & Oak, in the Hatchways, Decks are new principally Spruce, all the Culm and inside Bilges are new P. Pine, & a few plank of Larch Round Sols. Stanchions are Oak Larch main rail & chocks are Elm. Vessel carefully caulked.

Present condition of Caulking of Bottom now done Deck, now done and Waterways now done

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

I am of opinion this Vessel should be Classed A 1 in Red for 6 or 7 years

The Amount of the Entry Fee	£ 1 : 0 : 0	received by me,
Special	£ 2 : 2 : 0	187
Certificate	£ 2 : 6	

Travelling Expenses, if any, £ _____

Committee's Minute _____

Character assigned _____

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

This little vessel Westport has been almost rebuilt with materials generally of the 7 years trade - and it is submitted in view of the very large extent of the repairs, now done she appears to merit the favorable consideration of the Committee to be classed A 1 in Red for 6 years from 1881

16/81 C.E.

The Surveyors are requested not to write on or below the space for Committee's Minute.

Westport 10 Aug 1881