

WOOD SHIP.

LOVY'S REGISTER OF SHIPS
RECEIVED
29 AUG. 85
LONDON

No. 626 Survey held at Weyford Date, first Survey July Last Survey 25 Aug 1885
on the Schooner Annie of Weyford Master Crosby
TONNAGE under Tonnage Deck 99.05 Built at Prince Edwards Is. When built 1861 Launched 1861
Ditto of Spar Deck, or Awning Deck
Ditto of Poop, or Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle 13.40 By whom built B. Gready Owners J. H. Walsh & Pat. Gready
Gross Tonnage 99.05 Port belonging to Weyford Destined Voyage Coaster
Crew Space, as per Rule
Register Tonnage, cut on Beam 85.65 If Surveyed while Building, Afloat, or in Dry Dock on patent ship Weyford
Engine Room
Register Tonnage, as a Steamer, }
cut on the Beam }

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside ..	Feet.	Inches.	Depth of Hold....	Feet.	Inches.	Number of Decks
Length of Keel	76		21	8		9	4		One
Scantlings of Timber. TIMBER AND SPACE..... Floors..... 1 st Foothooks..... 2 nd Ditto..... 3 rd Ditto..... Top Timbers..... Deck } N ^o 14 Average } 4 1/2 Beams } Space } Deck Beams, length amidships .. Hold } N ^o 4 Average } Beams } Space } Hold Beams, length amidships .. Keel..... Scarphs of Ditto..... Keelsons..... Scarphs of Ditto.....									
Outside Plank. Garboard Strakes... Garboard to Bilge .. Bilge Planks..... Bilge to Wales..... Wales..... Topsides..... Sheer Strakes..... Plank Sheers..... Water } Upper Deck Ways } Lower Deck Ditto, faying surface against Timbers ... Upper Deck.....									
Dimensions of Ship per Register, length breadth depth Inside Plank. Limber Strakes Bilge Planks..... Ceiling in Flat..... Ditto Bilge to Clamp Hold Beam Clamps.. Deck Beam Ditto .. 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		Hold Beam			
Scarphs of Keel, N ^o .				Arms of Hooks.....		1		Bolts in		5/8	
Keelson Bolts through Keel				Thro' Bilge and Limber Strakes		7/8		Deck Beam			
at each Floor		1		Thickstuff over Double Floors ..		5/8		Bolts in		5/8	
Bolts thro' Heels of Timbers		7/8		Butt End Bolts.....		5/8		Nails or Bolts in Flat of Deck			
against Deadwood				Short Bolts in Ceiling		2 1/2		Treenails 1 1/4 Inches			
Frame Bolts.....				Pintles of the Rudder		2 1/2					

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 4 Inches. The Space between the Top-Timbers is 5 Inches.

The Floors consist of 13 inch Birch The First Foothooks of Birch

The Second Foothooks of Spruce + Birch Oak The Third Foothooks and Top Timbers of Spruce + Birch Oak

The Main Keelson is Pitch Pine and — free from all defects. The Shifts of the First and Second Foothooks are not less than four

(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 ditto. The rest of the Shifts of the Frame are

Deadwood, of Birch Oak and — ditto. The Frame is squared from First Foothook Heads upwards,

The Stem, and Stern Post of Spruce ditto. and free from sap, and from thence downwards, the frame is

The Deck and Hold Beams of Spruce + Red Pine The Frames are bolted together to the Gunwale.

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

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

(The Keel of Elm) less than of the entire moulding at that place.

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 Birch

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 Pitch Pine

The Decks Spruce State of in Good Order Lower Deck

The Shifts of the Planking are not less than 6 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 Pitch Pine

The Ceiling, Lower Hold, and between Decks Shelf Pieces and Clamps

Fastenings.—To Hold Beams

Deck Beams fore + aft knees are Spruce six pair of Iron Hanging Knees taking

2 Bolt each in floor heads

Number of Breasthooks two of Iron Pointers one pair Crutches two of Iron

Butt End Bolts are of Iron in the Bottom two Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes — bolted through and clenched. Treenails of P.Pine How Made Chips

Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship 4 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.

WEX1031-0253

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.
Fore Sails,	Chain						Bower Anch'rs		7.02			
Fore Top Sails,	Iron Str'm Chain	75	1				(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)		6.021			
Fore Topmast Stay Sails,	Ditto do.	60	7/8									
Main Sails,	Hmpn Strm Cbl.	45	9/16				Stream		1.20			
Main Top Sails,	Hawser	60	8				Kedge		3			
and	Towlines	60	4 1/2				Ditto					
	Warp	7 1/2										
	quality	all New										

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

Her Standing and Running Rigging is sufficient in size and New in quality. She has One Long Boat and a New

The present state of the Windlass is good Capstan Good and Rudder in Order Pumps 2 New 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? State size

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? they are Main Hatchways.—State size

Order for Special Survey, No.	DATES of Surveys held while building, as per Section	1st. When the Frame is completed
Date	35.	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 was hauled in patent Slip in Westford Dock Yard and dubbed down every part of hull thoroughly examined according to Rule 60 and every thing in the least objectionable removed. Mast, Spars, under and windlasses taken on shore several plank out of top sides all renewed, and thro, bolts from Bidges to covering boards, backed out, Central line of Bolts New. Keel and Keelson examined and a fresh bolt ~~driven~~ thro Keelson each floor, Keelson, & fore & aft dead wood, driven in, 21 New British Oak second futtlocks and 57 third futtlocks & Top timbers also of British Oak put in so that the vessel is almost rebuilt and when possible Craned with Salt, all the planking and ceiling now put in, is of Pitch Pine, the Hull is now carefully Caulked and every thing requisite for a perfect Outfit supplied to put the vessel on the Class of A1 in Red for years from this date.

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

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

I am of opinion this Vessel should be Classed A1 in Red for years

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

Travelling Expenses, if any, ..

Committee's Minute TUESDAY 8 SEPT 1885 18

Character assigned 1 in Red

S.S. 85-5 yrs

It is submitted from the further explanation afforded, the 2nd Rule Section 60 for A1 in Red has been substantially complied with and the vessel appears to be eligible to be classed A1 in Red for 5 years from 1885.

"S.S. New 85-5 yrs"

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

Lloyd's Register Foundation

8/9/85