

WOOD SHIP.



No. *678* **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 St* **When built** *1861* **Launched** _____
Ditto of Spar Deck, or Avning Deck _____ **By whom built** *Bready* **Owners** *J W Walsh & Pat*
Ditto of Poop, or Raised Qr. Dk. _____ **Port belonging to** *Weyford* **Destined Voyage** *Coaster*
Ditto of Houses on Deck _____ **If Surveyed while Building, Afloat, or in Dry Dock** *on patent slip Weyford*
Ditto of Forecasts *13.40*
Gross Tonnage *99.05*
Crew Space, as per Rule _____
Register Tonnage, out on Beam *85.65*
Engine Room _____
Register Tonnage, as a Steamer, out on the Beam _____

Official Number 42170

Length as per section 39		Feet.		Inches.		Extreme Breadth Outside ..		Feet.		Inches.		Depth of Hold....		Feet.		Inches.		Number of Decks <i>One</i>	
Length of Keel		<i>36</i>						<i>21</i>		<i>8</i>				<i>9</i>		<i>4</i>			
Scantlings of Timber.																			
TIBER AND SPACE		<i>20</i>		<i>8x10</i>															
Floors		<i>8x10</i>																	
1 st Foothooks		<i>8x8</i>																	
2 nd Ditto		<i>8x7</i>				<i>21 near of But Oak</i>													
3 rd Ditto		<i>7 1/2 x 6</i>				<i>57 near of But Oak</i>													
Top Timbers		<i>8x8 1/2</i>																	
Deck Beams } N ^o <i>17</i> Average Space } <i>4 1/4</i>		<i>8x8 1/2</i>																	
Deck Beams, length amidships ..		<i>20x4</i>																	
Hold Beams } N ^o <i>4</i> Average Space }		<i>9x9</i>																	
Hold Beams, length amidships ..		<i>10x12</i>																	
Keel		<i>5 feet</i>																	
Scarpns of Ditto		<i>12x24</i>																	
Keelsons		<i>6 feet</i>																	
Scarpns 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.	
		<i>1</i>						<i>1</i>			
Heel-Knee, & Dead'w'd abaft						Transoms and throats of Hooks					
Scarpns of Keel, N ^o						Arms of Hooks		<i>1</i>			
Keelson Bolts through Keel at each Floor		<i>1</i>				Thro' Bilge and Limber Strakes		<i>7/8</i>			
Bolts thro' Heels of Timbers against Deadwood		<i>7/8</i>				Thickstuff over Double Floors ..		<i>5/8</i>			
Frame Bolts						Butt End Bolts		<i>5/8</i>			
						Short Bolts in Ceiling		<i>2 1/2</i>			
						Pintles of the Rudder		<i>2 1/2</i>			

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 *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 Hard* How Made *Chips*
 Thickstuff over Double Floors _____ bolted through and clenched. General Quality of Workmanship *good*
 We certify that the above is a correct description of the several particulars therein given.
 Surveyor's Signature _____ Surveyor to Lloyd's Register of British and Foreign Shipping.

WEX1031-0253



a full list of sails, all new
 say their quality

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.)		8.021			
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						Ditto					
	Warp											
	quality											

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 Wind 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 35.	1st. When the Frame is completed
Date		2nd. When the Beams are put in, &c.
Order for Ordinary Survey, No.	35.	3rd. When completed, and before the plank be painted or payed
Date		

No. in Builder's Yard.

General Remarks. This vessel was hauled on 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 cut
 Windlass taken on shore several planks out of top sides all renewed, and
 thro, bolts from Bilges to covering boards, backed out, Central line of Bolts
 New Keel and Keelson examined and a fresh bolt ~~driven~~ thro Keelson and
 floor, Keelson, & fore & aft dead wood, driven in, 21 New British Oak second futtocks
 and 57 third futtocks & Top timbers also of British Oak put in so that the
 vessel is almost rebuilt and when possible covered with Salt, all the planking
 and Culing 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 A1 in Red
S.S. 85 - 5 yrs
5 years from 1885

It is submitted from the further
 explanation afforded, the 22nd Rule Section
 65 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.

Lloyd's Register
 Foundation
 8/9/85

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