

No. 600 Survey held at Greenock Date 31st October 1838.
on the Brig "Girius" Master David Croal.
Tonnage 221 G.M. Built at Dunoon (New Brunswick) When built July 1838.
By whom built Ebenezer Brown Owners John Brown.
Port belonging to Greenock Destined Voyage Glyde to Marseilles.
If Surveyed Afloat or in Dry Dock in dry dock.

Length aloft.....	Feet. 85	Inches. 4 10	Extreme Breadth <i>amidships</i>	Feet. 21	Inches. 1	Depth of Hold	Feet. 16	Inches. 10
Scantlings of Timber.				Thickness of Plank.				
Timber and Space.....	each	12		Outside.	Inches. 3	Inside.	Inches. 3	
Floors.....	sided	10 1/2	Moulded 13	Keel to Bilge	3	Foot Waling.....	3	
1 st Foothooks.....	"	11 1/2	" 10 1/2	Bilge Planks	4 1/2	Bilge Planks	4	
2 nd Ditto.....	"	11 1/2	" 9	Bilge to Wales	3	Ceiling in Flat	3	
3 rd Ditto.....	"	11 1/2	" 7 1/2	Wales	4 1/2	Ditto Bilge to Clamp	3	
Top Timbers	"	11 1/2	" 5 1/2	Topsides	9 1/2	Hold Beam Clamps	3	
Deck Beams	Number of 18	11 1/2	" 11 1/2	Sheer Strakes	4	Deck Beam Ditto.....	4 1/2	
Hold Beams	Do. Do. 13	11	" 11	Plank Sheers.....	4	Ceiling 'twixt Decks	3	
Keel	"	12	" 14	Water-ways	6	Hold Beam Shelves	6 1/8	
Kelsons	"	13	" 13 1/8	Upper Deck	3	Deck Beam ditto.....	"	
						<i>Lower deck Spirkelling</i>	3	
						<i>Upper do. do.</i>	2 1/2	

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	"	Copper.	"	Hold Beam.....	<u>7/8</u> ^{Inches.}
Scarpsh of Keel.....	N ^o	Bolts thro' the Bilge and Foot Waling.....	<u>3/4</u> ^{Inches.}	Deck Beam	"
Floor Timber Bolts.....	"	Butt End Bolts	<u>5/8</u> ^{Inches.}		
Kelson ditto.....	"	Lower Pintle of the Rudder	<u>2 1/2</u> ^{Inches.}		
Transoms and throats of Hooks.....	"			same in Iron above the Copper	"
Arms of Hooks	"				"

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 3 Inches. The Space between the Top-timbers is 2 to 2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Black Birch & Spruce and are free from all defects.

Her Floors and first Foothooks are composed of Black Birch Timber.

Her other Foothooks and Top Timbers of Black Birch & Spruce.

Her Shifts of the first and second Foothooks are not less than _____ N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are _____

The Frame is well squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is all well squared where seen.

The alternate Frames are partly bolted together.

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 Pine and the False Kelson of Black Birch.

The Scarpsh of the Kelsons are not less than Six feet _____ inches.

The Deck and Hold Beams are composed of Spruce.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Black Birch.

From the first Foothook Heads to the Light Water Mark of Black Birch & 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 of Spruce Decks, and state of Yellow Pine, good.

The Gunwales of Spruce Water-ways of Pine.

The Shifts of the Planking are not less than 50 Feet _____ Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought two between.

Planking Inside.—The Clamps are composed of Spruce the Stringers of Spruce.

The Bilge Planks of Black Birch & Spruce and the remainder of the Ceiling of Spruce & Black Birch.

Fastenings.—To Hold Beams Double bedding pieces of Spruce, & Stringer above & below Beams.

Deck Beams Double bedding pieces, Spruce and Clamp.

Number of Breasthooks Four Pointers Four, two aft and Crutches two forward.

Butts End Bolts are of Copper in the Bottom, and _____ Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship very fair.

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name _____

Surveyor's Name _____



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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
✓	Fore Sails,	180	Chain	1 3/4	3	Bower,
✓	1 st Top Sails,	75	Hempen Stream Cable.....	6 1/2	1	Stream,
✓	Fore Topmast Stay Sails,	75	Hawser	3 3/4	1	Kedge,
✓	Main Sails,		Towlines			All of proper weight.
2	Main Top Sails,		Warp			
and well found in other Sails			All of <u>good</u> quality.			

Her Standing and Running Rigging is found sufficient in size and good in quality.

She has a Long Boat and Jolly Boat.

The present state of the Windlass is good - Capstan good - and Rudder good -

Two Wood Humps Good -

General Remarks—Statement and Date of Repairs.

At present; Bottom rubbed Clean down, and Carefully examined; all the iron through bolts in Bidges backed out, and fresh treenails put therein; Short iron Bolts in Butts pinned in; and plugged up with lead; Bidge Copper bolted, thro' and Clinched; Butts also Copper bolted; New Composition Rudder Plates, and Heel Plates; thoroughly Caulked from Keel to Gunwale; and the Decks partly Caulked; a Number of additional Bolts, put into Binding Knees, and Stringers; Chain Cables proved; and a New piece added; an additional Bower Anchor; and She is Now in good Condition; and fit for the Conveyance of dry and perishable Cargoes, to and from all parts of the World.

If Sheathed, Doubled, or Felted, Sheathed with Yellow Metal over Saker, in October
and Date when last done 1838, to 10 1/2 feet forward; and 10 1/2 feet aft.

And Am of opinion this Vessel should be Classed "A.M.I."

The Amount of the Fee.....£ 3 : 3 : " is received by me,

S. M. R. Cunningham

Committee Minute 4 Decr 1838

Character assigned A 1 in 4 Years

C. L.



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