

No. 623. Survey held at Granock Date 24<sup>th</sup> December 1838. 623  
on the New Brig "Robina" Master Thomas M. Lea  
Tonnage 349 Built at Granock When built 1<sup>st</sup> November 1838  
By whom built Robert Steele & Company Owners John Marquis & Others  
Port belonging to Granock Destined Voyage Wade to Limerick  
If Surveyed Afloat or in Dry Dock On Hoists

Length aloft.....	Feet. <u>77</u> Inches. <u>10</u>	Extreme Breadth <u>amidships</u> .....	Feet. <u>15</u> Inches. <u>9</u>	Depth of Hold .....	Feet. <u>19</u> Inches. <u>0</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each <u>9 1/2</u>	Inches. Middle <u>8 1/2</u> Ends <u>8 1/2</u>	Outside.	Inches.	Inside.	Inches.
Floors.....	sided <u>1 1/2</u>	Moulded <u>8 1/2</u>	Keel to Bilge .....	<u>2 1/2</u>	Foot Waling.....	<u>2 3/4</u>
1 <sup>st</sup> Foothooks.....	" <u>1 1/2</u>	" <u>7</u>	Bilge Planks .....	<u>4</u>	Bilge Planks .....	<u>3 1/2</u>
2 <sup>nd</sup> Ditto .....	" <u>6 1/2</u>	" <u>6</u>	Bilge to Wales .....	<u>2 1/2</u>	Ceiling in Flat .....	<u>2 1/4</u>
3 <sup>rd</sup> Ditto.....	" <u>6 1/4</u>	" <u>5 3/4</u>	Wales .....	<u>4</u>	Ditto Bilge to Clamp .....	<u>2 1/4</u>
Top Timbers .....	" <u>6</u>	" <u>5 1/4</u>	Topsides .....	<u>2 1/2</u>	Hold Beam Clamps .....	<u>4</u>
Deck Beams .....	Number of <u>15</u>	" <u>8 1/2</u>	Sheer Strakes .....	<u>3</u>	Deck Beam Ditto.....	<u>3 1/2</u>
Hold Beams .....	Do. do. <u>6</u>	" <u>9 1/2</u>	Plank Sheers.....	<u>2 3/4</u>	Ceiling 'twixt Decks .....	<u>2 1/2</u>
Keel .....	" <u>11</u>	" <u>12</u>	Water-ways .....	<u>7</u>	Hold Beam Shelves .....	"
Kelsons .....	" <u>11 1/2</u>	" <u>12</u>	Upper Deck .....	<u>2 1/2</u>	Deck Beam ditto .....	<u>1 1/2</u>
					Lower deck <u>Spurting</u> .....	<u>2 1/2</u>
					Upper <u>10</u> .....	<u>2 1/4</u>
Size of Bolts in Fastenings.						
Copper.		Copper.		Iron.		
Heel-Knee, and Dead Wood abaft .....	<u>1 1/4</u>	Bolts thro' the Bilge and <del>Foot Waling</del> .....	<u>5/8</u>	Hold Beam.....	<u>3/4</u>	
Scarphs of Keel.....	N <sup>o</sup> . <u>3</u>	Butt End Bolts .....	<u>1/2</u>	Deck Beam .....	<u>3/4</u>	
Floor Timber Bolts.....	<u>7/8</u>	Lower Pintle of the Rudder .....	<u>2 1/4</u>			
Kelson ditto.....	<u>7/8</u>			same in Iron above the Copper .....	<u>7/8</u>	
Transoms and throats of Hooks .....	<u>7/8</u>				<u>3/4</u>	
Arms of Hooks .....	<u>3/4</u>					

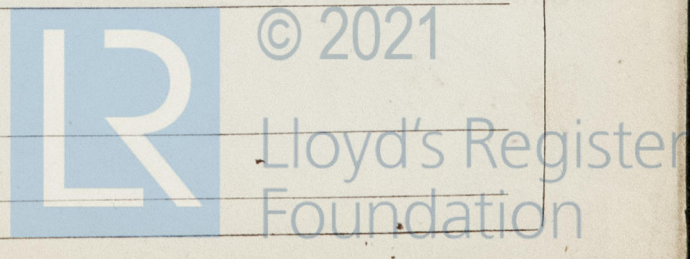
**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 to 3 Inches. The Space between the Top-timbers is 4 to 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British Oak and are free from all defects.  
Her Floors and first Foothooks are composed of British Oak Timber.  
Her other Foothooks and Top Timbers of British Oak.  
Her Shifts of the first and second Foothooks are not less than 3 ft. 4 in. to 3 ft. 6 in. N.B. When reported by you less than the prescribed Rule, then state how many.  
The rest of the Shifts of the Frame are good.  
The Frame is all well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is all well squared.  
The alternate Frames are all bolted together.  
The Butts of the Timbers are close together; their thickness not less than 1/3 & 1/5 of the entire moulding at that place.  
The Frame is well chocked with a Butt at each end of the chock. Crop Chocks, and full Butts.  
The Main Kelson is composed of American Oak and the False Kelson of American Oak.  
The Scarphs of the Kelsons are not less than five feet ten inches.  
The Deck and Hold Beams are composed of British Oak.

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Larch Rock Elm.  
From the first Foothook Heads to the Light Water Mark of High Tide.  
From the Light Water Mark to the Wales of High Tide British Oak.  
The Wales and Black-strakes are of British & African Oak.  
The Topsides of High Tide.  
The Sheer-strakes of British African Oak. Decks, and state of, Yellow Pine New.  
The Gunwales of African & British Oak. Water-ways of Red Pine.  
The Shifts of the Planking are not less than 5 & 6 Feet 10 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 and three between.

**Planking Inside.**—The Clamps are composed of American Oak the Stringers of American Oak.  
The Bilge Planks of American Oak and the remainder of the Ceiling of Amer. Oak & High Pine in twist decks.  
**Fastenings.**—To Hold Beams Double bedding three British Oak and Clamps.  
Deck Beams Double bedding three British Oak and Stringers.  
Number of Breasthooks four Pointers \_\_\_\_\_ Crutches \_\_\_\_\_  
Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched. on rings.  
Bilge and Footwaling Copper bolted through and clenched. footwaling iron Bolted.  
General Quality of Workmanship good.

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

Builder's Name \_\_\_\_\_  
Surveyor's Name John W. Cunningham





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

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
/	Fore Sails,	155	Chain .....	1 1/2	2	Bower,
/	Fore Top Sails,	75	Hempen Stream Cable.....	5	1	Stream,
/	Fore Topmast Stay Sails,	75	Hawser .....	4	1	Kedge,
/	Main Sails,	80	Towlines .....	3 3/4		All of proper weight.
/	Main Top Sails,	40	Warp <del>Stream</del> Chain..	5 1/8		
and a full suit of other sails.			All of <u>good</u> quality.			

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

She has a Long Boat and Sally Boat.

The present state of the Windlass is good Capstan Double Winch good and Rudder good.

Two lead Pumps good.

**General Remarks—Statement and Date of Repairs.**

Laid on in May, and launched 1<sup>st</sup> November 1838. Surveyed at the three prescribed periods while Building, frame English, and Welsh Oak, of good quality, and well squared; Masts good, Cross Chocts and full Butts, Planking and Ceiling as per other Side of good quality, wrought two and three between, and where two between the Butt, is not on same timbers; Beams of good quality, and well secured, as on other Side, and the finishings and furnishings are good.

If Sheathed, Doubled, or Felted,

and Date when last done

Single Bottom.

And Am of opinion this Vessel should be Classed "G A 1."

The Amount of the Fee.....£ 2 : 2 : , is received by me,

Wm. B. Cummins

Committee Minute 5 Dec 1839

Character assigned

A 1 per G. C. S. S.



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