

No. 2938 Survey held at Greenock Date 10<sup>th</sup> May 1851  
on the Schooner "Lustyn" Master Robert Thomson  
Tonnage 803 old 913 new Built at Quebec When built 1849  
By whom built Richard Jeffrey Owners David Scott and others  
Port belonging to Scith Destined Voyage Obide to Quebec  
If Surveyed Afloat or in Dry Dock in dry dock

Length aloft	Feet. <u>14</u> <u>5</u> / <u>10</u>	Inches.	Extreme Breadth	Feet. <u>29</u> <u>4</u> / <u>10</u>	Inches.	Depth of Hold	Feet. <u>2</u> <u>2</u> / <u>10</u>	Inches.
<b>Scantlings of Timber.</b>								
Room and Space	<u>27</u> <u>6</u> / <u>30</u>	Inches.						
Floors	sided <u>14</u> <u>6</u> / <u>30</u>	Inches.	Moulded <u>20</u>					
1 <sup>st</sup> Foothooks	<u>13</u>	Inches.	<u>16</u>					
2 <sup>nd</sup> Ditto	<u>12</u>	Inches.	<u>14</u>					
3 <sup>rd</sup> Ditto	<u>11</u>	Inches.	<u>10</u> <u>1</u> / <u>2</u>					
Top Timbers	<u>11</u> <u>7</u> / <u>10</u> <u>1</u> / <u>2</u>	Inches.	<u>8</u> <u>1</u> / <u>2</u>					
Deck Beams N <sup>o</sup> <u>22</u>	Average Space <u>12</u> <u>1</u> / <u>2</u> <u>1</u> / <u>4</u>	Inches.	<u>13</u> <u>1</u> / <u>2</u>					
Hold Beams N <sup>o</sup> <u>21</u>	Average Space <u>15</u> <u>1</u> / <u>2</u> <u>1</u> / <u>4</u>	Inches.	<u>14</u> <u>1</u> / <u>2</u>					
Keel	<u>15</u>	Inches.	<u>18</u>					
Kelsons	<u>22</u>	Inches.	<u>22</u> <u>1</u> / <u>8</u>					
<b>Thickness of Plank.</b>								
<b>Outside.</b>								
Keel to Bilge	<u>4</u>	Inches.						
Bilge Planks	<u>6</u> <u>1</u> / <u>2</u> <u>7</u> / <u>8</u>	Inches.						
Bilge to Wales	<u>5</u> <u>7</u> / <u>8</u> <u>4</u> / <u>10</u>	Inches.						
Wales	<u>6</u>	Inches.						
Topsides	<u>4</u>	Inches.						
Sheer Strakes	<u>5</u> <u>7</u> / <u>8</u> <u>4</u> / <u>10</u>	Inches.						
Plank Sheers	<u>4</u> <u>1</u> / <u>2</u>	Inches.						
Water-Ways	<u>14</u>	Inches.						
Upper Deck	<u>4</u>	Inches.						
<b>Inside.</b>								
Keel to Bilge	<u>6</u>	Inches.						
Bilge Planks	<u>6</u>	Inches.						
Ceiling in Flat	<u>4</u>	Inches.						
Ditto Bilge to Clamp	<u>5</u> <u>7</u> / <u>8</u> <u>4</u> / <u>10</u>	Inches.						
Hold Beam Clamps	<u>8</u> <u>7</u> / <u>8</u> <u>4</u> / <u>10</u>	Inches.						
Deck Beam Ditto	<u>8</u> <u>7</u> / <u>8</u> <u>4</u> / <u>10</u>	Inches.						
Ceiling 'twixt Decks	<u>4</u>	Inches.						
Hold Beam Shelves	<u>12</u> <u>1</u> / <u>2</u> <u>13</u> / <u>16</u>	Inches.						
Deck Beam Ditto	<u>12</u> <u>1</u> / <u>2</u> <u>13</u> / <u>16</u>	Inches.						
Upper deck Sheeting	<u>8</u> <u>7</u> / <u>8</u> <u>4</u> / <u>10</u>	Inches.						
Lower deck	<u>8</u> <u>7</u> / <u>8</u> <u>4</u> / <u>10</u>	Inches.						
<b>Size of Bolts in Fastenings, distinguishing whether</b>								
<b>Copper or Iron.</b>								
Heel-Knee, and Dead Wood abaft	<u>1</u> <u>1</u> / <u>2</u>	Inches.						
Scarp of Keel	<u>1</u> <u>1</u> / <u>2</u>	Inches.						
Floor Timber Bolts	<u>1</u> <u>1</u> / <u>2</u>	Inches.						
Kelson ditto	<u>1</u> <u>1</u> / <u>2</u>	Inches.						
Transoms and throats of Hooks	<u>1</u> <u>1</u> / <u>2</u>	Inches.						
Arms of Hooks	<u>1</u> <u>1</u> / <u>2</u>	Inches.						
<b>Copper or Iron.</b>								
Bolts thro' the Bilge and Limber Strakes	<u>3</u> / <u>4</u>	Inches.						
Butt End Bolts	<u>3</u> / <u>4</u>	Inches.						
Lower Pintle of the Rudder	<u>3</u> / <u>4</u>	Inches.						
Hold Beam	<u>1</u> <u>1</u> / <u>2</u> <u>1</u> / <u>8</u>	Inches.						
Deck Beam	<u>1</u> <u>1</u> / <u>2</u> <u>1</u> / <u>8</u>	Inches.						

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1/2 to 3 Inches. The Space between the Top-timbers is 2 to 5 Inches. The Stem, Stern Post, are composed of Quebec White oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Quebec White oak & Amarac and are — free from all defects. The Floors and first Foothooks are composed of Quebec Rock Elm, and Black Birch Timber. The other Foothooks and Top Timbers of Quebec White oak and Amarac. The Shifts of the first and second Foothooks are not less than — N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are —. The Frame is — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is all well squared when seen. The alternate Frames are all bolted together, to Gunwale N. B. If not, state how bolted. 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 Quebec White oak and the False Kelson of Quebec White oak. The Scarphs of the Kelsons are not less than nine feet — inches. The Deck and Hold Beams are composed of Quebec White oak, Amarac and Red Pine.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Quebec Rock Elm. From the first Foothook Heads to the Light Water Mark of Quebec Rock Elm. From the Light Water Mark to the Wales of Amarac and White oak. The Wales and Black-strakes are of Amarac & White oak. The Topsides of Amarac and White oak. The Sheer-strakes and Plank-sheers of Amarac & White oak. The Water-ways of Red Pine. The Decks of Yellow Pine State of Good. The Shifts of the Planking are not less than six 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 three between

**Planking Inside.**—The Limber-strakes are composed of Elm the Bilge Planks of Elm. The Ceiling, Lower Hold, of Elm & Amarac Between Decks of Amarac. Shelf Pieces of Quebec White oak Clamps of Quebec White oak.

**Fastenings.**—To Hold Beams Double lodging knees of Amarac, shelf piece below, and stinger above beam. Eleven pair of diagonal iron knees & straps connected, and ten pair of diagonal iron hanging knees, being an iron hanging knee to every beam. Deck Beams Double lodging knees of Amarac, shelf piece, two strakes of clamp, and seven pair of iron staple standards, and twelve pair of diagonal iron hanging knees. Number of Breasthooks six, a pair of iron. Pointers two pair aft. Crutches one iron aft. Butts End Bolts are of Copper in the Bottom, and — Bolt in each Butt End through and clenched. Bilge and Limber Strakes Cop. & Yell. Metal bolted through and clenched. Treenails of Quebec Oak & Elm, turned & well made. General Quality of Workmanship very good. Three pair of transom knees.

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

Builder's Signature

Surveyor's Signature



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	305	Chain .....	1 1/2	3	Bowers, { 31 1/2 & 29 cwt. wood stocked, 33 1/2 cwt. Iron stocked
1	Fore Top Sails,	80	Hempen Stream Cable .....	9	1	Stream, 11 cwt.
2	Fore Topmast Stay Sails,	90	Hawser .....	1 1/2	2	Kedges, 4 1/2 & 2 cwt.
1	Main Sails,	90	Towlines .....	5 1/2		
2	Main Top Sails,	80	Warp .....	5		
and will found in other sails			All of <u>Good</u> quality.			

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

She has a Long Boat and pinnace, Life Boat, and Jolly boat

The present state of the Windlas is Good, 2 Capstans, Good and Rudder Good Pumps two lead, new, with Pat. Purchase 3

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

At present, outside plank from gunwales to keel, scraped bright, and examined, good. Knees and straps in accordance with the Rules. Side arms of knees and straps, yellow metal through bolts, and the straps well down over bilges, having at least two bolts in a substantial part of the floors. Footwaling strake through yellow metal bolts. An iron crutch abaft. Beam pillars to both decks all iron knued at keels, and secured with iron straps, from keelson to deck beams. A pair of iron vickers round each bow, crossing each other, to after part of bow ports. Two pair of iron staple standards to poop beams. Cantles from gunwales to keel. Stanchions, waterways, and part of the decks cantled. She is a well built vessel of her class, well fastened, workmanship very good, and is now in the best state of repair and efficiency.

Deck Beam Spaces, Keel to first beam, 5 ft. 10 in. + 4 ft. 5 in. + 5 ft. 3 in. + 5 ft. 1 in. + 5 feet + 4 ft. 11 in. + 4 ft. 10 in. + 4 ft. 11 in. + 4 ft. 7 in. + 4 ft. 10 in. + 4 ft. 8 in. + 8 feet. M. Hatch, + 4 ft. 7 in. + 5 ft. 8 in. + 5 feet + 4 ft. 11 in. + 4 ft. 11 in. + 5 feet + 5 feet + 5 ft. 1 in. + 6 feet + 7 ft. 4 in. + 2 ft. 7 in. to deck transom.

Hold Beam Spaces, Keel to first beam, 3 ft. 5 in. + 4 ft. 5 in. + 4 ft. 10 in. + 5 feet + 5 feet + 4 ft. 9 in. + 4 ft. 8 in. + 4 ft. 8 in. + 4 ft. 9 in. + 4 ft. 8 in. + 4 ft. 7 in. + 8 feet. M. Hatch + 4 ft. 7 in. + 5 ft. 4 in. + 5 feet + 4 ft. 9 in. + 4 ft. 10 in. + 5 feet + 4 ft. 10 in. + 4 ft. 11 in. + 5 ft. 3 in. + 4 ft. 8 in. to transom.

If Sheathed, Doubled, Felted, or Coppered Single bottom, keel iron fastened. When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed "SA1"

The Amount of the Fee.....£ 5: " : " is received by me,

Special .....£ 3: 3: "

Certificate (if required) .....£ " : 10: "

Committee's Minute 3<sup>rd</sup> May 1857

Character assigned A 1 for 5 yrs



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Foundation