

No. 3156 Survey held at Monroe Date 30th April 1864
on the Schooner Ruby Master J. Petrie
Tonnage Old Built at Monroe When built 64 Launched 20/4/64
By whom built James Petrie Owners J. Petrie
Port belonging to Monroe Destined Voyage Baltic
If Surveyed while Building, Afloat, or in Dry Dock Building & afloat

Length aloft			Extreme Breadth Outside			Depth of Hold		
79.67			21.04			11.29		
Feet.			Inches.			Feet.		
IN SHIP.			REQUIRED PER RULE.			IN SHIP.		
Moulded.			Moulded.			Moulded.		
Sided.			Sided.			Sided.		
Middle.			Middle.			Middle.		
Ends.			Ends.			Ends.		
Outside.			Inside.			Thickness of Plank.		
Inches.			Inches.			Inches.		
In Ship.			Required per Rule.			In Ship.		
Required per Rule.			Required per Rule.			Required per Rule.		
Scantlings of Timber.			Outside.			Inside.		
TIMBER AND SPACE			Garboard Strakes ..			Limber Strakes		
Floors . <u>Single</u>	8	8 1/2	8 1/4	7 1/2	8 1/2	7 1/2	6 1/2	
1 st Foothooks	7 3/4	8 1/2	8 1/4	7 1/2	8 1/2	7 1/2	6 1/2	
2 nd Ditto	6 3/4	7 1/2	7 1/4	6 3/4	7 1/2	6 3/4	5 1/2	
3 rd Ditto	6 1/2	7	6 3/4	6 1/2	7	6 1/2	5 1/2	
Top Timbers	6	6 1/2	6 1/4	6	6 1/2	6	5 1/2	
Deck } N ^o 17 Average	3 1/2	8	8 1/4	8 1/4	6 1/4	7 1/2	7 1/2	6
Beams } Space								
Deck Beams, length amidships	19.3 1/2							
Hold } N ^o 4 Average		9 3/4	9 3/4	8	9 1/2	9 1/2	8	
Beams } Space								
Hold Beams, length amidships								
Keel	10 1/2	13 1/2		9	9			
Scarp of Ditto	5-1			4-3	9			
Keelsons	11	14		10	10			
Scarp of Ditto	5-0			4-9				

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

	Iron. Inches in Ship.	Inches required per Rule		Copper or Iron. Inches in Ship.	Inches required per Rule		Inches in Ship.	required per Rule
Heel-Knee, and Deadwood abaft	1	1	Transoms and throats of Hooks ..	7/8	7/8	Waterway	7/8	3/4
Scarp of Keel.....N ^o . 6 1/2	3/4	6 x 3/4	Arms of Hooks	7/8	3/4	Shelf or Clamp	1/16	—
Keelson Bolts through Keel at	7/8	7/8	Bolts thro' Bilge & Limber Strakes,	5/8	5/8	Waterway ..	1/16	1/16
each Floor			or Thickstuff over Double Floors	5/8	5/8	Deck Beam Bolts in	1/16	3/4
Bolts through Heels of Timbers	11/16	11/16	Butt End Bolts	5/8	5/8	Knees	1/16	5/8
against Deadwood	11/16	11/16	Pintles of the Rudder 2 under 1 st	2 1/4	2	Shelf or Clamp	1/16	—
						Nails or Bolts in Flat of Deck	5	—
						TreenailsInches	1 1/2	1

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/4 Inches. The Space between the Top-Timbers is 3-4 1/2 Inches.

The Floors consist of German Oak The First Foothooks of Ger^o Brit^o Oak

The Second Foothooks of Brit^o Oak The Third Foothooks and Top Timbers of Brit^o Oak

The Shifts of the First and Second Foothooks are not less than 2 1/2 feet. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are

The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared.

The alternate Frames are each bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1 1/2 up of the entire moulding at that place.

The Frame is cross chocked with no Butt at each end of the chock. The Main piece of Rudder is Brit^o Oak

The Main Keelson is Canada Oak and free from all defects. The Main piece of Windlass is Brit^o Oak

The Stem, and Stern Post, consist of British Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of British Oak Deadwood, of British Oak and are free from all defects.

The Deck and Hold Beams consist of Ger^o Oak The Breasthooks of Iron The Knees of Iron & Brit^o Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Ames Elm & Ger^o Oak

From the above named Height to the Light Water Mark

From the Light Water Mark to the Wales German Oak

The Wales and Black-strakes are German Oak The Topsides German Oak

The Sheer-strakes and Plank-sheers German Oak The Water-ways

The Decks Yellow Pine State of Good

The Shifts of the Planking are not less than 5 Feet 4 1/2 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, and without step-buttling

Planking Inside.—The Limber-strakes and Bilge-strakes are German Oak

The Ceiling, Lower Hold, and between Decks German & Larch Shelf Pieces and Clamps German Oak

Fastenings.—To Hold Beams 2 1/2 p^{rs} Lod^o Iron knees to each of 2 Centre Beams & 2 p^{rs} Brit^o Oak to

Breast Beam of fore-castle & 1 pair to Breast Beam of Cabin

Deck Beams doweled to Shelf & under Wat^{er} piece 3/4 into Beams & Staple Iron knees in Mast

rooms 14 p^{rs} Heavy Iron knees 2 Spaces for double & single & same no aft each side Brit^o Oak knees

Number of Breasthooks 3 1/2 under deck at Pointers 1 1/2 under deck Hook Crutches

Butts End Bolts are of Self Metal in the Bottom, and two Bolts in each Butt End through and clenched.

Bilge and Limber Strakes Self Metal bolted through and clenched. Treenails of Brit^o Oak How Made Engine turned

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

Builder's Signature James Petrie

Surveyor's Signature Thomas Alexander

Lloyd's Register
DUNLOP-0394

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .				Fathoms. Inches.		N ^o .	Weight.
1	Fore Sails,		Chain	130 7 1/2	Bower,	2	6.2.21
1	Fore Top Sails,		Hemp Stream Cable	60 5 1/2			6.0.2
2	Fore Topmast Stay Sails,		Hawser	75 6 1/2	Stream,	1	1.3.15
1	Main Sails, & <u>Irish</u>		Towlines	75 5 1/2			
1	Main <u>Top</u> Sails,		Warp	75 4 1/2	Kedge,	1	1.0.7
	and <u>other sails reg^d</u>		All of <u>Good</u> quality.	75 3 1/2			

Her Standing and Running Rigging New & Hemp sufficient in size and in quality.

She has one 16 ft Long Boat and one Capstan Good Rudder Good Pumps 2 Metal

The present state of the Windlass is Good Capstan Good

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>31st August 1863</u>
	2nd. When the Beams are put in, &c.	<u>31st October</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>26 Dec^r 9.16.23 12 6 11 16 30</u> <u>10m 64 3 4m</u>

A vessel with a frame of well squared & seasoned material of good quality.
Is flush deck'd with square stem formed without transoms the stern & Counter timbers falling in against after Cant timbers & secured by the planking being well over-run & otherwise with Hooks Beams &c
Has been specially surveyed while building under order
No 126

Present condition of Caulking of Bottom, efficient Deck, efficient and Waterways efficient

If Sheathed, Doubled, Felted, or Coppered single bottom When last done

I am of opinion this Vessel should be Classed PAT.

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

Special£ 5 : 10 :

Certificate£ : : :
Aug 10

Committee's Minute 3rd May 1864

Character assigned 1 for 8 Years



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