

No. 75 Survey held at S. Helier Jersey Date Nov<sup>r</sup> 26<sup>th</sup> 1836  
 on the Brig "Robert Watt" Master Philip Libert  
 Tonnage 205 1/2 Built at Quebec When built 1830  
 By whom built unknown Owners M<sup>r</sup> Tho<sup>s</sup> Duhamel  
 Port belonging to Jersey Destined Voyage Brazil  
 If Surveyed Afloat or in Dry Dock Dry

Length aloft.....85<sup>Feet.</sup>9<sup>Inches.</sup> Extreme Breadth.....21<sup>Feet.</sup>1<sup>Inches.</sup> Depth of Hold.....14<sup>Feet.</sup>6<sup>Inches.</sup>

**Scantlings of Timber.**

	each	sided	Moulded	Inches Middle	Inches Ends
Timber and Space.....	2 1/4				
Floors.....	1 1/2			16	12 1/2
1 <sup>st</sup> Foothooks.....	11			12 1/2	10
2 <sup>nd</sup> Ditto.....	10			10	8 1/2
3 <sup>rd</sup> Ditto.....	9			8 1/2	7
Top Timbers.....	8 1/2			7	6
Deck Beams.....	11			9	6 1/2
Hold Beams.....	10 1/2			10 1/2	8 1/2
Keel.....	13			15	
Kelsons.....	15			17 1/2	

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	3	Foot Waling.....	none
Bilge Planks.....	4 1/2	Bilge Planks.....	3
Bilge to Wales.....	3	Ceiling in Flat.....	2 1/2
Wales.....	5	Ditto Bilge to Clamp.....	3
Topsides.....	3	Hold Beam Clamps.....	4 1/2
Sheer Strakes.....	3	Deck Beam Ditto.....	3
Plank Sheers.....	3 1/2	Ceiling 'twixt Decks.....	3
Water-ways.....	7	Hold Beam Shelves.....	4 1/2
Upper Deck.....	3	Deck Beam ditto.....	none

Scarp of Kelson 7 feet

**Size of Bolts in Fastenings.**

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	1 1/2	Bolts thro' the Bilge and Foot Waling.....	3/4	Hold Beam.....	1
Scarphs of Keel.....	1	Butt End Bolts.....	7/8	Deck Beam.....	1
Floor Timber Bolts.....	1 1/2	Lower Pintle of the Rudder.....	2 1/4		
Kelson ditto.....	1 1/2			same in Iron above the Copper.....	
Transoms and throats of Hooks.....	1				
Arms of Hooks.....	7/8				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is one Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of American & Swedish Oak and are — free from all defects.

Her Floors and first Foothooks are composed of American Oak Timber.

Her other Foothooks and Top Timbers of "Oak and Red Pine"

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

The rest of the Shifts of the Frame are very fair

The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is Squared

The alternate Frames are — bolted together.

The Butts of the Timbers are — close together; their thickness not less than 2/3 of the entire moulding at that place.

The Frame is — chocked with no Butt at each end of the chock.

The Main Kelson is composed of Oak and the False Kelson of None

The Scarphs of the Kelsons are not less than 7 feet — inches.

The Deck and Hold Beams are composed of Oak and Red Pine

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of American Elm

From the first Foothook Heads to the Light Water Mark of White Oak

From the Light Water Mark to the Wales of D<sup>r</sup> D<sup>r</sup>

The Wales and Black-strakes are of D<sup>r</sup> D<sup>r</sup>

The Topsides of Red Danish Pine

The Sheer-strakes of Danish Oak

The Gunwales of Danish Oak Water-ways of Danish Red Pine

The Shifts of the Planking are not less than 6 Feet 0 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 4 Strakes between.

**Planking Inside.**—The Clamps are composed of Danish Oak the Stringers of Danish Red Pine

The Bilge Planks of Flat of Ceiling 12 Planks Oak and the remainder of the Ceiling of Danish Red Pine

**Fastenings.**—To Hold Beams Double Knees of Oak and Larch

Deck Beams Double Knees of Oak and Larch

Number of Breasthooks Five Pointers None Crutches None

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

Bilge and ~~Planking~~ is partly bolted through and clenched.

General Quality of Workmanship very good

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

Re-Builder's Name George Deslandes & Son

Surveyor's Name William Ranwell



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

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	200	Chain .....	1 1/2	3	Bower,
2	Fore Top Sails,	90	Hempen Stream Cable.....	7	1	Stream,
2	Fore Topmast Stay Sails,	100	Hawser .....	6	2	Kedge,
2	Main Sails,	100	Towlines .....	4 1/2		All of proper weight. -
2	Main Top Sails,	100	Warp .....	5		
and <u>all very good</u>			All of <u>good</u> quality.			

Her Standing and Running Rigging is quite - sufficient in size and very good in quality.

She has one Long Boat and 1 Tolly Boat & 1 Yawl

The present state of the Windlass is very good Capstan good and Rudder good Pump good

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

This Ship has undergone very extensive repair this summer—having been strip<sup>d</sup> down as low as the 2 footboards and rebuilt all new inside and furnished with 2 Strakes under the Bands outside — New Beams, Floors, Decks, Knightheads, 2 Breasthooks, sheer Strakes — Transoms, new fastenings to both ranges of Beams and refastened with Treennails & Butt-Belt all over and is capable of carrying a dry cargo to any part of the World.

If Sheathed, Doubled, or Felted, Sheathed with Copper over tarred Paper  
and Date when last done Nov. 1836 -

And I am of opinion this Vessel should be Classed A 1 - 4 -

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, William Russell

Committee Minute 16 Dec<sup>r</sup> 1836

Character assigned A 1 and record large repairs in 1836

W.B.

W.R.



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