

No. 642 Survey held at Liverpool Date 14 March 1836 642
on the Brig Cape Breton Master Richardson Maxwell
Tonnage 122 Built at Cape Breton When built 1812
By whom built _____ Owners R. Wise & Co
Port belonging to Liverpool Destined Voyage Cape Good Hope
If Surveyed Afloat or in Dry Dock Afloat

Length aloft.....19^{Feet.}5^{Inches.} Extreme Breadth20^{Feet.}11^{Inches.} Depth of Hold12^{Feet.}10^{Inches.}

Scantlings of Timber.

| Timber and Space..... | each | Inches | Inches Middle | Inches Ends |
|-----------------------|-------|---------------------------------------|---------------|---------------------------------------|
| Floors..... | sided | <u>19</u> | Moulded | <u>10</u> |
| 1st Foothooks..... | " | " | " | " |
| 2nd Ditto..... | " | " | " | " |
| 3rd Ditto..... | " | " | " | " |
| Top Timbers..... | " | " | " | " |
| Deck Beams..... | " | <u>9</u> ¹ / ₂ | " | <u>8</u> ⁶ / ₁₂ |
| Hold Beams..... | " | <u>10</u> | " | <u>7</u> ¹ / ₂ |
| Keel..... | " | " | " | " |
| Kelsons..... | " | <u>13</u> ¹ / ₂ | " | <u>8</u> |

Thickness of Plank.

| Outside. | Inches. | Inside. | Inches. |
|---------------------|--------------------------------------|---------------------------|--------------------------------------|
| Keel to Bilge..... | | Foot Waling..... | <u>3</u> |
| Bilge Planks..... | | Bilge Planks..... | <u>3</u> |
| Bilge to Wales..... | | Ceiling in Flat..... | <u>3</u> |
| Wales..... | <u>4</u> ¹ / ₂ | Ditto Bilge to Clamp..... | <u>3</u> |
| Topsides..... | <u>2</u> ¹ / ₂ | Hold Beam Clamps..... | <u>3</u> |
| Sheer Strakes..... | <u>3</u> | Deck Beam Ditto..... | <u>3</u> ¹ / ₂ |
| Plank Sheers..... | <u>3</u> | Ceiling 'twixt Decks..... | <u>2</u> |
| Water-ways..... | <u>6</u> | Hold Beam Shelves..... | <u>3</u> |
| Upper Deck..... | <u>2</u> ¹ / ₂ | Deck Beam ditto..... | <u>3</u> |

Copper.

Heel-Knee, and Dead Wood abaft.....
Scarphs of Keel.....N°
Floor Timber Bolts.....
Kelson ditto.....
Transoms and throats of Hooks.....
Arms of Hooks.....

Size of Bolts in Fastenings.

Copper.

Bolts thro' the Bilge and Foot Waling.....
Butt End Bolts.....
Lower Pintle of the Rudder.....

Iron.

Hold Beam.....1/₄
Deck Beam.....1/₄

same in Iron above the Copper.....

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

Her Floors and first Foothooks are composed of Blackheart Timber.

Her other Foothooks and Top Timbers of —

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 — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is floor moderately squared

The alternate Frames are — 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 Blackheart and the False Kelson of —

The Scarphs of the Kelsons are not less than — feet — inches. none visible

The Deck and Hold Beams are composed of pine

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

From the first Foothook Heads to the Light Water Mark of —

From the Light Water Mark to the Wales of —

The Wales and Black-strakes are of Wales pine Blackstrakes d.

The Topsides of pine very fair

The Sheer-strakes of oak good

The Gunwales of oak good

Water-ways of pine good

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

Planking Inside.—The Clamps are composed of pine good the Stringers of none

The Bilge Planks of pine smooth and the remainder of the Ceiling of pine, smooth

Fastenings.—To Hold Beams wood lagging Pins

Deck Beams wood lagging Pins

Number of Breasthooks four Pointers — Crutches —

Butts End Bolts are of lagging in the Bottom, and no Bolts in each Butt End through and clenched.

Bilge and Footwaling not bolted through and clenched.

General Quality of Workmanship moderately good

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

Builder's Name —

Surveyor's Name James Barr

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

She has SAILS.

CABLES, &c.

ANCHORS.

| N ^o . | | Fathoms. | | Inches. | N ^o . | |
|------------------|---------------------------|----------|--------------------------|---------|------------------|-----------------------|
| 2 | Fore Sails, | 160 | Chain | 1 | 2 | Bower, |
| 2 | Fore Top Sails, | 95 | Hempen Stream Cable..... | 6½ | 1 | Stream, |
| 1 | Fore Topmast Stay Sails, | 90 | Hawser | 5½ | 1 | Kedge, |
| 1 | Main Sail, | 90 | Towlines | 3 | | All of proper weight. |
| 2 | Main Top Sails, | | Warp | | | |
| and | single hind of muzzies | | All of _____ quality. | | | |

Her Standing and Running Rigging is _____ sufficient in size and middling in quality.

She has a Cabot built Long Boat and _____

The present state of the Windlass is new Capstan none and Rudder good

General Remarks—Statement and Date of Repairs.

This vessel is in moderately good condition, generally where the plank is visible, the caulking is sheathed entirely. The deck was renewed in 1831 and part of the upperworks. She has been caulked from the copper all round and the copper repaired in March 1835. She is fairly furnished and her stores appear of good quality. We consider her fit to carry cargo not liable to sea damage.

If Sheathed, Doubled, or Felted, sheathed with wood & copper & felt 1830
and Date when last done Coppered 1834

And one of opinion this Vessel should be Classed F

The Amount of the Fee.....£ 10:6 is received by me,

James Harr
Robert Hamilton

Committee Minute 14 April 1835

Character assigned F, 1

James Harr



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