

No. 2591 Survey held at Harbour Date June 1839 2591
on the Robert Bruce Master J. Hartnup
Tonnage 663 Built at Marys Bay Nova Scotia When built 22 June
By whom built J. Lovell Owners Col. Gates
Port belonging to St John N.B. Destined Voyage _____
If Surveyed Afloat or in Dry Dock _____

Length aloft..... 13 1/2 Feet. 9 Inches. Extreme Breadth 28 Feet. 9 Inches. Depth of Hold 20 Feet. 9 Inches.

Scantlings of Timber.

Timber and Space.....	each	Inches	Inches	Inches
Floors.....	sided	<u>13 1/4</u>	Moulded	<u>16</u>
1 st Foothooks.....	"	<u>12</u>	"	"
2 nd Ditto.....	"	"	"	"
3 rd Ditto.....	"	"	"	"
Top Timbers.....	"	<u>11</u>	"	<u>1 1/4</u>
Deck Beams.....	<u>23</u>	<u>13</u>	"	<u>1 1/2</u>
Hold Beams.....	<u>19</u>	<u>13 1/4</u>	"	<u>1 1/2</u>
Keel.....	"	"	"	"
Kelsons.....	"	<u>15</u>	"	<u>18</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>4</u>	Foot Waling.....	<u>4</u>
Bilge Planks.....	<u>5</u>	Bilge Planks.....	<u>4</u>
Bilge to Wales.....	<u>4 1/2</u>	Ceiling in Flat.....	<u>4</u>
Wales.....	<u>6</u>	Ditto Bilge to Clamp.....	<u>4 1/2</u>
Topsides.....	<u>3</u>	Hold Beam Clamps.....	<u>2</u>
Sheer Strakes.....	<u>4 1/2</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>4</u>	Ceiling 'twixt Decks.....	<u>4</u>
Water-ways.....	<u>7 1/2</u>	Hold Beam Shelves.....	<u>10 + 13</u>
Upper Deck.....	<u>4</u>	Deck Beam ditto.....	<u>8 + 14</u>

Copper.

Heel-Knee, and Dead Wood abaft.....
Scarp 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.....
Deck Beam.....

same in Iron above the Copper.....

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is _____ Inches. The Space between the Top-timbers is _____ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Birch from West. & Pine and are _____ free from all defects.

Her Floors and first Foothooks are composed of Birch Timber.

Her other Foothooks and Top Timbers of Pine & Black-melash.

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 all in square

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 Birch and the False Kelson of Birch

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

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 Birch

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

From the Light Water Mark to the Wales of Pine

The Wales and Black-strakes are of Pine

The Topsides of Pine

The Sheer-strakes of Pine

The Gunwales of Pine Water-ways of Pine

The Shifts of the Planking are not less than _____ Feet _____ 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 _____ the Stringers of _____ between.

Planking Inside.—The Clamps are composed of Pine

The Bilge Planks of Birch & Pine and the remainder of the Ceilings of Pine & Birch

Fastenings.—To Hold Beams double & 2 1/2 stronger bolts alternate bolts

Deck Beams double & 2 1/2 stronger bolts alternate bolts

Number of Breasthooks 3 Pointers 4 Crutches 4

Butts End Bolts are of Iron in the Bottom, and 3 Bolt in each Butt End through and clenched.

Bilge and Footwaling Iron bolted through and clenched.

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 _____

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
//	Fore Sails,	274	Chain	1 3/4	///	Bower,
//	Fore Top Sails,	120	Hempen Stream Cable	1 1/2	/	Stream,
//	Fore Topmast Stay Sails,	120	Hawser	7	/	Kedge,
/	Main Sails,	90	Towlines	6		All of proper weight.
///	Main Top Sails,		Warp			
and <u>well found in other sails</u>			All of <u>good</u> quality.			

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

She has 1 Long Boat and Pinnace & Jolly boat

The present state of the Windlass is good Capstan good and Rudder New & good
2 Pumps.

General Remarks—Statement and Date of Repairs.

Additional repairs since One pair of diagonal 1st with rollers. attached ^{forward} & 12 pair of diagonal 1st 7 feet side arms. one pair of 11 feet to side arms. and 8 pair of rollers. about 18 feet to long all through both & 2 in a substantial part of them there is 2 Belge logs. 13 + 15 bolted every timber forming the lower part of the stem there is 2 Quarter girts & above connected aft bolted to 4 Transoms. 2 Wood knees. to Wing Transoms. & 2 Quarter between decks bolted to 2 Transoms. added 2 Wood carkings. to 2nd Breast Hook below lower hold beams. & carkings to breast Hook between decks. in iron knee each side of forewater 2 pair of 10 ft Standards & 23 pair of Standing & Hanging diagonal knees between decks. A New Main piece of Moulding from aft to a few yards from in planks forward bolted from foreward down. present time

In an efficient state of repair she is being dry & ready to receive cargo with safety - The Committee will observe that the ship has put in more fastenings than is required by Her Plate. She is of large capacity and in my opinion beyond all that has been done. It was then deemed that she should be well fastened

If Sheathed, Doubled, or Felted, Single bottom
and Date when last done _____

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

The Amount of the Fee.....£ 5 : 5 : 0 is received by me, John Harrison

Committee Minute 10 June 1839

Character assigned A 1 for 4 yrs from 1838

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Ch



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Lloyd's Register
Foundation

1839 1. 10 June 1839