

Rev 24/12/66

No. 4881 Survey held at Liverpool Date Decr 16 1848
 on the Brigⁿ Artemis Master Monckton
 Tonnage 125 Built at Cape Breton When built 1846
 By whom built e Owners C. F. Brink
 Port belonging to St Johns Nfld Destined Voyage St Johns Nfld
 If Surveyed Afloat or in Dry Dock in G. I. Dock

Length aloft	Feet. <u>75</u> Inches.	Extreme Breadth	Feet. <u>19</u> Inches.	Depth of Hold	Feet. <u>12</u> Inches.
Scantlings of Timber. Timber and Space <u>each</u> <u>2 1/2</u> Floors <u>sided</u> <u>9 1/2</u> Moulded <u>10 1/2</u> 1 st Foothooks <u>"</u> <u>9 1/2</u> <u>"</u> <u>10 1/2</u> 2 nd Ditto <u>"</u> <u>10</u> <u>"</u> <u>9</u> 3 rd Ditto <u>"</u> <u>10</u> <u>"</u> <u>6 1/2</u> Top Timbers <u>"</u> <u>8 1/2</u> <u>"</u> <u>5 1/2</u> Deck Beams N ^o <u>17</u> Average Space <u>3.10</u> <u>"</u> <u>9 1/2</u> <u>"</u> <u>9 1/2</u> Hold Beams N ^o <u>—</u> Average Space <u>—</u> <u>"</u> <u>—</u> <u>"</u> <u>—</u> Keel <u>"</u> <u>10 1/2</u> <u>"</u> <u>14</u> Kelsons <u>"</u> <u>10</u> <u>"</u> <u>13</u>			Thickness of Plank. Outside. Keel to Bilge <u>2 1/2</u> Bilge Planks <u>4</u> Bilge to Wales <u>2 1/2</u> Wales <u>4</u> Topsides <u>2 1/2</u> Sheer Strakes <u>3</u> Plank Sheers <u>3</u> Water-Ways <u>8</u> Upper Deck <u>2 1/2</u> Inside: Foot Waling <u>2 1/2</u> Bilge Planks <u>4 1/2</u> Ceiling in Flat <u>2 1/2</u> Ditto Bilge to Clamp <u>3 1/2</u> & <u>2 1/2</u> Hold Beam Clamps <u>4</u> Deck Beam Ditto <u>3</u> Ceiling 'twixt Decks <u>2 1/2</u> Hold Beam Shelves <u>—</u> Deck Beam Ditto <u>5</u>		

Copper or Iron. Heel-Knee, and Dead Wood abaft <u>Iron</u> Scarphs of Keel <u>—</u> N ^o . Floor Timber Bolts <u>Iron</u> Kelson ditto <u>Iron</u> Transoms and throats of Hooks <u>Iron</u> Arms of Hooks <u>Copper</u>		Size of Bolts in Fastenings, distinguishing whether Copper or Iron. Bolts thro' the Bilge and Foot Waling <u>Copper</u> Butt End Bolts <u>Copper & Iron</u> Lower Pintle of the Rudder <u>Iron</u> <u>2</u>		Iron. Hold Beam <u>Iron</u> Deck Beam <u>Iron</u>
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Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inches. The Space between the Top-timbers is 2 Inches. The Stem, Stern Post, are composed of Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Birch & Spruce and are free free from all defects. The Floors and first Foothooks are composed of Birch Timber. The other Foothooks and Top Timbers of Hackmatack. 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 e. The Frame is — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is —. The alternate Frames are — bolted together. N. B. If not, state how bolted. The Butts of the Timbers are — close together; their thickness not less than e of the entire moulding at that place. The Frame is e chocked with — Butt at each end of the chock. The Main Kelson is composed of Birch and the False Kelson of None. The Scarphs of the Kelsons are not less than — feet — inches. The Deck and Hold Beams are composed of Birch Hackmatack & Pine.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Birch. From the first Foothook Heads to the Light Water Mark of Birch. From the Light Water Mark to the Wales of Birch. The Wales and Black-strakes are of Birch. The Topsides of Spruce. The Sheer-strakes and Plank-sheers of Birch & Spruce. The Water-ways of Yellow Pine. The Decks of Yellow Pine State of good. The Shifts of the Planking are not less than 4 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. e The Planking is wrought fair & true between

Planking Inside.—The Limber-strakes are composed of Birch the Bilge Planks of Birch. The Ceiling, Lower Hold, of Birch. Between Decks of Birch & Spruce. Shelf Pieces of Birch Clamps of Yellow Pine & Hackmatack.

Fastenings.—To Hold Beams Wood Double Lodging Kelson no Beams

Deck Beams Wood Double Lodging Kelson & Shelf

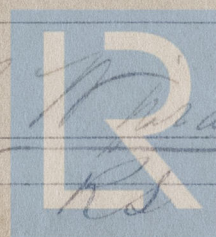
Number of Breasthooks Four Pointers None Crutches None

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

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship Fair

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature — Surveyor's Signature E. N. Brink



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 .	
1	Fore Sails,	100	Chain	1 1/2	2	Bower, 10.2.0 5
2	Fore Top Sails,	90	Chain Anchor	1 1/2	1	Stream, 5.3.2 3
2	Fore Topmast Stay Sails,	90	Hempen Stream Cable	6	1	Kedge,
1	Main Sails,		Hawser	4		
1	Main ^{Top} Sails,	90	Towlines			
and	<u>Other Sails</u>		Warp	4 1/2		
			All of <u>good</u> quality.			

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

She has One Long Boat and One John Boat

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

General Remarks—Statement and Date of Repairs.

Caution from 3 Down & Conted Butt Bots & at Througa Clenched

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done at present time

I am of opinion this Vessel should be Classed 441

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

dec

Special£ : :

Certificate (if required)£ : :

Committee's Minute 24th Dec 1846

Character assigned 1 pr 4



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