

# STEAM VESSELS.

1950  
JDA

No. 1950 Port of London Date October 12 1885  
 Survey of the Schooner Cape Breton Master Smith  
 Tonnage 124 3/4 By whom built Malles Where built London  
 When built 1853 Owners Grand Mining Association Port belonging to London  
 Destined Voyage Pictou  
 Surveyed Afloat or in Dry Dock Afloat & in dry dock

## Dimensions.

Feet.	Inches.	Feet.	Inches.
Length of Keel.....		Depth of Hold .....	
Rake of Stem .....		Lower Hold .....	
D° of Stern Post.....		Between Decks .....	
Extreme Breadth .....			

Power of Engines..... 2 of 35 Horse Power each

## Scantling of Timber.

Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.
Timber and Space, each..... <u>12</u>	<u>4</u>		
Floors in the middle .....	<u>8 1/2</u>	<u>10</u>	<u>20</u>
1 <sup>st</sup> Foothooks .....	<u>8</u>		
2 <sup>nd</sup> Foothooks .....			
3 <sup>rd</sup> Foothooks .....			
Top Timbers .....			
Deck Beams.....Middle.....	<u>8 1/2</u>	<u>7</u>	<u>"</u>
.....Knees .....	<u>7 1/2</u>	<u>6 1/2</u>	<u>"</u>
Lower Deck Beams....Middle.....	<u>8 1/2</u>	<u>7</u>	<u>"</u>
.....Knees .....	<u>7 1/2</u>	<u>6 1/2</u>	<u>"</u>
Paddle Beams .....	<u>10 1/2</u>	<u>12</u>	<u>20</u>
Main Kelson .....	<u>10</u>	<u>10 1/2</u>	<u>"</u>

No.	Length.	Sided Inches.	Moulded Inches.	Sort of Wood.
Engine and Boiler Sleepers .. <u>4</u>	<u>6 feet 6 inches</u>	<u>12</u>	<u>14</u>	<u>Oak</u>

## Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Bottom .....		Ceiling .. <u>2 1/2</u>	<u>2</u>
Bilge Planks .....		Bilge Planks .. <u>2 1/2</u>	<u>3</u>
Sponcings .....		Lower Deck Clamps .....	<u>1</u>
2 Wales .....	<u>4</u>	2 Upper Deck Clamps .. <u>2 1/2</u>	<u>3 1/2</u>
Topsides .....	<u>2</u>	Shelf Pieces .... <u>2 1/2</u>	<u>5</u>
Shear Strake .....	<u>3</u>		
Plank Shears .....	<u>2 1/2</u>		

## Decks.

Inches.	Inches.
Thickness..... <u>2 1/2</u>	Water Ways .....

## Bolts.

Inches.	Inches.
Heel-Knee, and Dead Wood..	Butt Bolts.....
Scarp of the Keel.....	Lower Deck Beam Bolts.....
Kelson Bolts .....	Hooks forward at throat .....
Sleeper Bolts .....	Hooks forward at arms.....
Bolts thro' the Bilge and Foot	Transoms .....
Waling .....	Lower Pintle of the Rudder ..

## Masts, Yards, &c.

Quality of Wood.	Length, &c.
Bowsprit .....	<u>Of sufficient size</u> <u>Good in quality</u>
Foremast .....	
Main Mast .....	
Mizen Mast .....	

Is generally well found in Sails, or otherwise. } One set

## Sails.

## Cables, Cordage, &c.

Fathoms.	Inches.
Cables, Hemp .....	<u>1 1/2</u>
D° Iron.....	<u>180</u>
Hawser.....	<u>100</u>
Towlines .....	<u>120</u>
1 <sup>st</sup> Warp .....	
2 <sup>nd</sup> D° .....	

Standing and Running Rigging is all found to be sufficient in size, and good in quality. } all good

## Anchors.

Nos.	
<u>2</u>	Bower ✓
<u>1</u>	Stream
<u>1</u>	Kedge

## Boats.

Number and Description.

Two good Boats  
about 16 feet long

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

Owner's Name

Surveyor's Name

George Bayley



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Lloyd's Register Foundation

LON 598-0269

1950 *Low*

## SURVEYOR'S REMARKS.

**Timbering.**

The Quality,  
Squaring, and  
Workmanship.

The Timber when seen - English Oak - of good quality,  
well squared and well wrought -  
*RB*

**Engine Room.**

Floors filled in solid  
to the floor heads,  
or to what place.

Filled in to Floor Heads -

Arrangement of  
Sleepers.

Two on each side of Main Keelson

**Planking.**

Outside and Inside  
Quality, Edging,  
and Workmanship.

Above the Copper outside of English Oak -  
Cutting appears to be the same - all well  
shifted and wrought

**Fastenings.**

Iron or Copper, and  
Date when done.

Copper, when built

Butt Bolts through  
and clenched, or  
otherwise.

Cannot find any through -

If diagonally trussed  
or otherwise.

Not Trussed

If Sheathed,  
Coppered,  
Doubled,  
Felted.

Coppered 1832 -

**Repairs.**

at the present time has been in Dock and the  
Copper examined - Rep when necessary -

General Observations  
and Opinion as  
required by the  
Instructions.

This vessel does not show any appearance of working  
or straining although she has recently arrived from  
America -

Her machinery is in good order - The Furnaces  
of the Boilers are a little drawn down, but not to  
an injurious extent. Her coals are not in contact  
with the Boilers - She is in good and efficient  
condition and in my opinion should be  
Classed 11A (no Butt Bolts through -)

I cannot ascertain what  
the plank of the Bottom is  
whether Oak or Fir, - the  
last seen is Oak & fir -  
G.B.

George Bayley

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

Committee Minute 20 November 1835

Character assigned A 1 for 11 Years M.C.

H. Woolcombe.

M.W.

J.B.



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