

No. 461 Survey held at River John W.S. Date May 18/61 1861
on the Ship "Gustelma" Master R W Merriam
Tonnage Old Built at River John W.S. When built 1860 Launched 1st May 1860.
By whom built J. James Owners R W Merriam
Port belonging to Pictou N.S. Destined Voyage Gloucester, England.
If Surveyed while Building, Afloat, or in Dry Dock While building.

Length aloft	Feet. 126	Inches. 3/4	Extreme Breadth Outside	Feet. 30	Inches. -	Depth of Hold	Feet. 16	Inches. 7/10
Thickness of Plank.								
Scantlings of Timber.			Outside.			Inside.		
TIMBER AND SPACE			In Ship.			In Ship.		
Floors	12	10 1/2	10 1/2	10 1/2	10 1/2	Limber Strakes	6 x 9	3 3/4
1 st Foothooks	10 1/2	10	10 1/2	10	10	Bilge Planks	6 x 5	3 3/4
2 nd Ditto	10 1/2	9	10	9	9	Ceiling in Flat	3	2 3/4
3 rd Ditto	10	8 1/4	9	8 1/4	8 1/4	Ditto Bilge to Clamp	3	2 3/4
Top Timbers	10	8 1/4	9	8 1/4	8 1/4	Hold Beam Clamps	4 x 3	4
Deck Beams	12	11 1/4	10	11 1/4	11 1/4	Deck Beam Ditto	4 x 4	3 3/4
Hold Beams	13 1/2	15 1/4	15 1/4	11	12 1/4	Ceiling 'twixt Decks	3	2 1/2
Hold Beams, length amidships	27	10	10	10	10	Hold Beam Shelves		
Keel	11 1/2	13	14	13	13	Deck Beam Ditto		
Scarp of Ditto	6	10	10	10	10			
Keelsons	13 1/4	14	24	14	14			
Scarp of Ditto	5	10	10	10	10			

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

Heel-Knee, and Deadwood abaft	Feet. 1 1/2	Inches. 1 3/4	Transoms and throats of Hooks	Feet. 1 x 1 1/2	Inches. 1 1/2	Hold Beam Bolts in	Waterway	Feet. 1/8 x 1	Inches. 15/16
Scarp of Keel	1	15/16	Arms of Hooks	1/8	15/16	Knees	1/8 x 1	15/16	15/16
Keelson Bolts through Keel at each Floor	1/8	1 1/2	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1/8	15/16	Shelf or Clamp	1/8	15/16	15/16
Bolts through Heels of Timbers against Deadwood	1	1 1/2	Butt End Bolts	3/4	15/16	Deck Beam Bolts in	Waterway	1/8	14/16
			Pintles of the Rudder	2 3/4	2 3/4	Knees	1/8 x 1	14/16	14/16
						Shelf or Clamp	1/8	14/16	14/16
						Nails or Bolts in Flat of Deck	1/4	14/16	14/16
						Treenails	1/4	14/16	14/16

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 4 Inches.

The Floors consist of Birch and Spruce. The First Foothooks of Birch and Spruce Timber.

The Second Foothooks of White Pine, Birch, and Spruce. The Third Foothooks and Top Timbers of White Pine & Spruce.

The Shifts of the First and Second Foothooks are not less than 4 feet 6 inches. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 5 feet 6 inches.

The Frame is squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is square.

The alternate Frames are bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1 1/2 of the entire moulding at that place.

The Frame is chocked with Butt at each end of the chock. The Main piece of Rudder is Oak.

The Main Keelson is Spruce, and Birch and free from all defects. The Main piece of Windlass is Oak.

The Stem, and Stern Post, consist of Birch and Spruce. The Transoms, Aprons, Knight Heads, and

Hawse Timbers of White Pine, and Spruce. Deadwood, of Birch and are free from all defects.

The Deck and Hold Beams consist of Spruce, and White Pine. The Breasthooks of Spruce. The Knees of Spruce.

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Spruce.

From the above named Height to the Light Water Mark Spruce.

From the Light Water Mark to the Wales Spruce.

The Wales and Black-strakes are Spruce. The Topsides Spruce.

The Sheer-strakes and Plank-sheers Spruce. The Water-ways { Upper Deck Spruce

The Decks White Pine. Lower Deck Spruce

The Shifts of the Planking are not less than 2 Feet 6 Inches. State of Good Order.

N. B. If less than prescribed by the Rule, state whether general

or partial, and if partial, in what part of the Ship. The Planking is wrought 3 x 4 between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Spruce.

The Ceiling, Lower Hold, and between Decks Spruce. Shelf Pieces and Clamps Spruce.

Fastenings.—To Hold Beams Lodging knees of Spruce sided 7" and bolted with 1/2" iron, and Right (8)

side arms of 3/4" iron, 4" thick at top of throat, 3/4" thick at butt, 1 1/2" of iron of timber, 1 1/2" of iron. Length of Beam arms 3 feet

Deck Beams Lodging knees of Spruce sided 6" and bolted with 1/2" iron, and Right (12) knees

Number of Breasthooks 4 Pointers 2 Crutches 2

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

Bilge and Limber Strakes Iron 1/2" thick bolted through and clenched. Treenails of Spruce, and How Made Spruce.

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Good.

We certify that the above is a correct description of the several particulars therein given

Builder's Signature Sig. Jas. J. Kitchen Surveyor's Signature

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 .	Weight.
<i>One Set of Sails</i>	Fore Sails,	Chain A.....	45 1 3/8	Bower,	1 14-1-3
	Fore Top Sails,	Hempen Stream Cable	45 1/4		1 18-2-0
	Fore Topmast Stay Sails,	Hawser	90 7/2	Stream,	
	Main Sails,	Towlines	90 5		
	Main Top Sails,	Warp		Kedge,	
and		All of <u>Good</u> quality.			

Her Standing and Running Rigging are sufficient in size and Good in quality.

She has One Boat Long Boat and Life Boat, and Pinnace, of 21, 16 and 18 feet each.

The present state of the Windlass is Good Capstan Good Rudder Good Pumps Two of Wood.

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>February 1860</u>
	2nd. When the Beams are put in, &c.	<u>April</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>July</u>
	<u>Fourth, and final trial, August 1860</u>	

The frame of this vessel is strongly put together with double floors, and generally free from outside bracks &c. and outside planking. Waterways, Beams, Truss and rovers, are all well fitted to timber and secured as required by the regulations. She is also well fortified forward and aft with breastworks, pointers, and cutches. The nails are well driven, and a good proportion go through all. Caulking was tested, and found well and properly performed, we therefore consider her eligible to Class H. A.

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good
If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed _____

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,
Special£ 5 : 0 : 0 for Service.

Certificate£ 2 : 10 : 0 for Two Surveyors
Travelling Expenses 18th September 1860
Committee's Minute 16th October
Character assigned _____

Carl Corn 18th October 1860

For 1 year 4 years

General Comm
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Deferred
Dr. J. G. B.