

No. 418 Survey held at Indian Town St. John Date June 1863
on the New Bark "James M. Lovitt" Master Joseph B. Lovitt
Tonnage Old 764 5/8 New 679 5/8 Built at St. John N.B. When built 1833 Launched 4 June 1833
By whom built Stephen Rowan Owners J. B. Lovitt, Mrs. N. J. Lovitt, & J. H. Lovitt
Port belonging to St. John N.B. Destined Voyage St. John N.B. to Greenville
If Surveyed while Building, Afloat, or in Dry Dock While building under special survey.

Length aloft	Feet.	Inches.	Length of Keel	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Thickness of Plank	Feet.	Inches.
150	0	0	30	0	0	33	0	0	20	0	0	5	0	0
Scantlings of Timber.														
Timber and Space														
Floors	Double	13 1/2	14 1/2	12 1/2	13 1/2	12 1/2	13 1/2	12 1/2	13 1/2	12 1/2	13 1/2	12 1/2	13 1/2	12 1/2
1st Foothooks		13 1/2	13	11 3/4	11 3/4	10 1/4	10 1/4	9 1/4	9 1/4	8 1/4	8 1/4	7 1/4	7 1/4	6 1/4
2nd Ditto		13 1/2	12 1/2	10 1/4	10 1/4	9 1/4	9 1/4	8 1/4	8 1/4	7 1/4	7 1/4	6 1/4	6 1/4	5 1/4
3rd Ditto		13 1/2	12 1/2	10 1/4	10 1/4	9 1/4	9 1/4	8 1/4	8 1/4	7 1/4	7 1/4	6 1/4	6 1/4	5 1/4
Top Timbers		13 1/2	12 1/2	10 1/4	10 1/4	9 1/4	9 1/4	8 1/4	8 1/4	7 1/4	7 1/4	6 1/4	6 1/4	5 1/4
Deck	N ^o 2 1/2	Average	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Beams			13 1/2	14 1/2	12 1/2	13 1/2	14 1/2	12 1/2	13 1/2	14 1/2	12 1/2	13 1/2	14 1/2	12 1/2
Deck Beams, length amidships			30 feet 9											
Hold	N ^o 2 1/2	Average	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Beams			14 1/2	15	13	16 1/4	13	11						
Hold Beams, length amidships			30 feet 10											
Keel			14 1/2	16		14 1/2	14 1/2							
Scarp of Ditto			7 feet			6 feet								
Keelsons			16	3 1/2		15 1/2	15 1/2							
Scarp of Ditto			7 feet			6 feet								

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

Heel-Knee, and Deadwood abaft	Copper or Iron	Inches in Ship	Inches required per Rule	Transoms and throats of Hooks	Copper or Iron	Inches in Ship	Inches required per Rule	Hold Beam Bolts in	Copper or Iron	Inches in Ship	Inches required per Rule	Waterway	Copper or Iron	Inches in Ship	Inches required per Rule
Scarp of Keel	N ^o 8	1 3/8	1 5/16	Arms of Hooks		1 1/4	1 3/16	Knees		1 1/8	1 3/16	Shelf or Clamp		1 1/8	1 3/16
Keelson Bolts through Keel at each Floor		1 1/8	1 3/16	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors		1 1/8	1 3/16	Waterway		1 1/8	1 3/16	Deck Beam Bolts in		1 1/8	1 3/16
Bolts through Heels of Timbers against Deadwood		1 1/4	1 3/16	Butt End Bolts		3/8	3/8	Knees		1 1/8	1 3/16	Shelf or Clamp		1 1/8	1 3/16
				Pintles of the Rudder		3/4	3/4	Nails or Bolts in Flat of Deck		Don't nail		Treenails		1 1/8	1 3/16

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1/4 Inches. The Space between the Top-Timbers is 3/4 Inches.

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

The Second Foothooks of Spruce, and Spruce. The Third Foothooks and Top Timbers of Spruce, and Spruce.

The Shifts of the First and Second Foothooks are not less than 7 feet. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 7 feet 6 inches. Spruce at 2.25 inches.

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

The alternate Frames are not 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 1/3 of the entire moulding at that place.

The Frame is chocked with a Butt at each end of the chock. The Main piece of Rudder is Oak, 8

The Main Keelson is Spruce, 6 and free from all defects. The Main piece of Windlass is Oak.

The Stem, and Stern Post, consist of Spruce, 8 The Transoms, Aprons, Knight Heads, and

Hawse Timbers of Spruce, 5 Deadwood, of Birch, and Spruce, 5 and are free from all defects.

The Deck and Hold Beams consist of Spruce, 6 The Breasthooks of Spruce, 6 The Knees of Spruce, 6

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Birch, 12

From the above named Height to the Light Water Mark Birch, and Spruce, 6

From the Light Water Mark to the Wales Spruce, and Spruce, 6

The Wales and Black-strakes are Spruce, 6 The Topsides Spruce, 6

The Sheer-strakes and Plank-sheers Spruce, 6 The Water-ways { Upper Deck Spruce, 6

The Decks White Pine, State of Good Oak Lower Deck Spruce, 6

The Shifts of the Planking are not less than 6 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. The Planking is wrought between, and without step-buttling

Planking Inside.—The Limber-strakes and Bilge-strakes are Spruce, 6

The Ceiling, Lower Hold, and between Decks Spruce, 6 Shelf Pieces and Clamps Spruce, 6

Fastenings.—To Hold Beams Lagging Pins of Spruce, 7 and 18 pairs of Don Pins

riders, three pairs of Don Pins on Pointers and one pair to be in each forward.

Deck Beams Lagging Pins of Spruce, 7 and 17 pairs of Don Pins

Number of Breasthooks Five Pointers Two Pairs Crutches Seven

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

Bilge and Limber Strakes Spruce, 6 bolted through and clenched. Treenails of Birch, and Spruce, 6

Thickstuff over Double Floors Iron 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 Stephen Rowan Surveyor's Signature Saml. Saphorn

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.
<u>McNeil</u>	Fore Sails,	Chain <u>S. Admiralty</u>	<u>70</u>	<u>1 1/16</u>	Bower, <u>Patent</u>	<u>1</u>	<u>28.0.4</u>
<u>of Sails</u>	Fore Top Sails,	Hempen Stream Cable		<u>1 1/16</u>		<u>1</u>	<u>34.0.4</u>
<u>4 Spare Topsails</u>	Fore Topmast Stay Sails,	Hawser <u>S. Admiralty</u>	<u>70</u>	<u>8</u>	Stream,	<u>1</u>	<u>9.0.0</u>
<u>Fore Courses, 2</u>	Main Sails,	Towlines	<u>70</u>	<u>9</u>			
<u>Top Gallant Sails</u>	Main Top Sails,	Warp			Kedge,	<u>1</u>	<u>4.0.4</u>
<u>2 Bils.</u>		All of <u>Good</u> quality.					

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

She has Three Boats Long Boat and Two Pinnaces.

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

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
- 2nd. When the Beams are put in, &c.
- 3rd. { When completed, and before the
plank be painted or payed }

The frame of this Vessel is strongly put together with double floors. & the outside of frame are fifteen pairs of diagonal iron plates $4\frac{1}{2} \times \frac{3}{4}$ thick, fitted and bolted as per rule. The plating is well wrought to timbers where seen and being iron braces and riders, consider her

eligible to class 4-A

Number and size of Iron Braces & Riders		
Number of Iron Braces & Riders	<u>17</u>	<u>22</u>
Breadth of do	<u>3/4</u>	<u>3/2</u>
Thickness of do & angle of throat	<u>3/4</u>	<u>4</u>
do " " " throat brace	<u>2 1/2</u>	<u>2 3/4</u>
do " " " joints of timbers		<u>2 1/4</u>
do " " " ends, or tails,	<u>1</u>	<u>1 1/2</u>
Length of beam arms	<u>3-3</u>	<u>3-8</u>
do of side arms to upper bulk	<u>4 1/2</u>	<u>4 1/2</u>
Side arms of Pinnaces & other boats	<u>4 1/2</u>	<u>4 1/2</u>
of side of Pinnaces and are bolted at about		
every 20 in apart.		

Note, it will be observed that the width of the Iron Braces, and Riders in this vessel are $\frac{1}{4}$ in less than the rules require for the tonnage, but the number of pairs between decks are in excess.

Number of bolts in beam arms	<u>4</u>	<u>4</u>
do " " in side do	<u>5</u>	<u>11</u>
Size of bolts in arms	<u>1/2</u>	<u>1/2</u>

Present condition of Caulking of Bottoms

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£ 33 : 19 : 0

Certificate£ : : :

Committee's Minute 4 August 1863

Character assigned for 4 years

You will please send Certificate of this Vessel to Mr. Dingleton & Co. 11, Union Street, Glasgow.

Sam. Lapham
Lloyd's Register
Foundation