

No. 92 Survey held at Weyford Date Feb 26 1845
on the Brig Rifleman Master Captn Hull
Tonnage 206 Built at New Brunswick When built year of 1839
By whom built _____ Owners _____
Port belonging to Weyford Destined Voyage Newport
If Surveyed Afloat or in Dry Dock Patent Slip

Length aloft	Feet. <u>80</u> Inches.	Extreme Breadth	Feet. <u>22</u> Inches.	Depth of Hold	Feet. <u>14</u> Inches.	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each <u>11</u>	Inches. Middle <u>12</u> Ends <u>12</u>	Outside.	Inches.	Inside.	Inches.
Floors.....	sided <u>13</u>	Moulded <u>12</u> <u>12</u>	Keel to Bilge	<u>2 1/2</u>	Foot Waling	<u>3</u>
1 st Foothooks.....	" <u>10</u>	" <u>7 1/2</u> <u>7 1/2</u>	Bilge Planks	<u>5</u>	Bilge Planks	<u>4</u>
2 nd Ditto.....	" <u>10</u>	" <u>7 1/2</u> <u>7 1/2</u>	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>4 1/2</u>
3 rd Ditto.....	" <u>10</u>	" <u>7 1/2</u> <u>7 1/2</u>	Wales	<u>4 1/2</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Top Timbers	" <u>9</u>	" <u>6</u> <u>6</u>	Topsides	<u>4 1/2</u>	Hold Beam Clamps	<u>3 1/2</u>
Deck BeamsN°. of <u>13</u>	" <u>11</u>	" <u>11</u> <u>11</u>	Sheer Strakes	<u>4 1/2</u>	Deck Beam Ditto	<u>3 1/2</u>
Hold BeamsN°. of <u>9</u>	" <u>10</u>	" <u>10</u> <u>10</u>	Plank Sheers.....	<u>4 1/2</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Keel	" <u>14</u>	" <u>13</u> <u>13</u>	Water-Ways	<u>4</u>	Hold Beam Shelves	<u>2 1/2</u>
Kelsons	" <u>13</u>	" <u>12</u> <u>12</u>	Upper Deck	<u>2 3/4</u>	Deck Beam Ditto.....	<u>4</u>
Size of Bolts in Fastenings.			Iron.			
Heel-Knee, and Dead Wood abaft	<u>1 1/4</u>	Don Copper. Don	Bolts thro' the Bilge and Foot Waling	<u>3/4</u>	Hold Beam	<u>3/4</u>
Scarphs of Keel.....N°. <u>3</u>	<u>1</u>		Butt End Bolts	<u>3/4</u>	Deck Beam	<u>3/4</u>
Floor Timber Bolts	<u>1 1/8</u>		Lower Pintle of the Rudder	<u>2 1/2</u>		
Kelson ditto	<u>1 1/2</u>				same in Iron above the Copper.....	<u>1 1/8</u>
Transoms and throats of Hooks	<u>1</u>					
Arms of Hooks	<u>7/8</u>					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 inches. The Space between the Top-timbers is 4 inches. The Stem, Stern Post, are composed of black birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Spruce and are quite free from all defects.

The Floors and first Foothooks are composed of black birch Timber.

The other Foothooks and Top Timbers of Spruce of good description

The Shifts of the first and second Foothooks are not less than 1/4 of breadth N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are in proportion

The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is well squared as far as can be seen

The alternate Frames are mostly bolted together.

N. B. If not, state how bolted. Nearly Alternately Bolted

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

The Frame is well chocked with a Butt at each end of the chock.

This is a solid bed of timber

The Main Kelson is composed of yellow pine and the False Kelson of American Oak

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

all in one length

The Deck and Hold Beams are composed of Spruce in good condition

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of black birch

From the first Foothook Heads to the Light Water Mark of Spruce very good

From the Light Water Mark to the Wales of Spruce

The Wales and Black-strakes are of Spruce

The Topsides of Spruce

The Sheer-strakes and Plank-sheers of Spruce

The Water-ways of Spruce in good condition

The Decks of all Spruce

State of in good condition

The Shifts of the Planking are not less than 5 Feet 1/2 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

Planking Inside.—The Limber-strakes are composed of black birch

the Bilge Planks of birch

The Ceiling, Lower Hold, of Spruce

Between Decks of Spruce

Shelf Pieces of Spruce

Clamps of Spruce

Fastenings.—To Hold Beams Four Spruce pieces to each beam well bolted & fastened

Deck Beams Four do pieces to each beam, with additional Iron knees at each side

Number of Breasthooks Six well fastened

Pointers two do

Crutches —

Butts End Bolts are of 3/4

in the Bottom, and 2 1/2

Bolt in each Butt End through and clenched. all over

Bilge and Footwaling birch

bolted through and clenched. all over

General Quality of Workmanship very good for the build

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

Builder's Name _____

Surveyor's Name M. D. D. D.

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	160	Chain	1 1/8	3	Bower, <u>of proper length</u>
1	Fore Top Sails,	100	Hempen Stream Cable	7 1/2	1	Stream, <u>do do</u>
2	Fore Topmast Stay Sails,	90	Hawser	5	1	Kedge, <u>do do</u>
2	Main Sails,	70	Towlines	3 1/2		
2	Main Top Sails,	100	Warp	3		
	and <u>well found in the</u>		All of <u>good</u> quality.			

Her Standing and Running Rigging Good & proper sufficient in size and very good in quality.

She has one Long Boat and a Stern boat heavily new

The present state of the Windlass is new Capstan good and Rudder perfect.

General Remarks—Statement and Date of Repairs.

Repairs finished the last month
Febry 20th 1845

This vessel has been opened fore & aft for inspection at this port, & I find her frame to be perfectly good. Nelson the only defective part, had it taken out & replaced with a new one in due length, all well bolted through every floor, new fore mast of red pine, & new windlass, nineteen Iron knees, all well bolted, most of them with two bolts in the floors, all secured all over, & re fastened with bolts where ever necessary & all caulked from keel to gunwale, trussoms & broths in perfect condition, decks & deck frame perfect, in every part, I should consider her fit to take in a cargo of dry & perishable goods to any part of the world.

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed A. If of the first letter,

New The Amount of the Fee.....£ 1 : 0 : 0 is received by me, W. D. Denny Surveyor
Special£ : : Short fee (12) be £3.

Committee's Minute 7th March 1845

Character assigned A. 1

S.S. 1845 = 4 years



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