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Rev 2/18/68

No. 1033 Survey held at Aberdeen, Date Last survey July 30, 1850
 on the Brigantine B. J. Gibb, Master Charles Jamieson
 Tonnage Old 605, Built at Aberdeen, When built 1850 Launched 1850
New 497
 By whom built James Halliday Owners John Wade
 Port belonging to London, Destined Voyage China
 If Surveyed while Building, Afloat, or in Dry Dock While Building, 1833

Length aloft	Feet		Inches		Extreme Breadth Outside	Feet		Inches		Depth of Hold	Feet		Inches		
	109	109	11	11		20	20	6	6		11	11	1	1	
Scantlings of Timber.															
TIMBER AND SPACE	Sided	IN SHIP		REQUIRED PER RULE		Sided		REQUIRED PER RULE		INCHES		INCHES		REQUIRED PER RULE	
Floors	2 1/2	Middle	Ends	2 1/2	Middle	Ends	2 1/2	Middle	Ends	Outside	In Ship	Required per Rule	Inside	In Ship	Required per Rule
1st Foothooks	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	Garboard Strakes	7	3 3/4	Limber Strakes	4	4
2nd Ditto	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	Garboard to Bilge	4 1/2	3 3/4	Bilge Planks	4	4
3rd Ditto	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	Bilge Planks	4 1/2	3 3/4	Ceiling in Flat	4	4
Top Timbers	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	Bilge to Wales	4 1/2 x 5	3 3/4	Ditto Bilge to Clamp	6	3
Deck Beams	4	4	4	4	4	4	4	4	4	Wales	5 1/2	5	Hold Beam Clamps	4 1/2	4 1/2
Hold Beams	12	12	12	12	12	12	12	12	12	Topsides	4 x 5	4	Deck Beam Ditto	4	4
Keel	14 1/2	10	10	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	Sheer Strakes	4	4	Ceiling 'twixt Decks	3	2 1/2
Scarp of Ditto	8 1/2	-	-	6 1/2	-	-	-	-	-	Plank Sheers	4	3 3/4	Hold Beam Shelves	mm	-
Keelsons	15	15	12	14 1/2	14 1/2	1	-	-	-	Water - Upper Deck	1 1/2	-	Deck Beam Ditto	mm	-
Scarp of Ditto	7 1/2	-	-	6 1/2	-	-	-	-	-	Ways - Lower Deck	5	-	-	-	-
										Ditto, faying surface against Timbers	3 1/2	6	-	-	-
										Upper Deck	3 3/4	3	-	-	-

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

	Copper	Inches	Inches		Copper	Inches	Inches		Copper	Inches	Inches
	In Ship	required	per Rule		In Ship	required	per Rule		In Ship	required	per Rule
Heel-Knee, and Deadwood abaft	1 1/2	1 1/2	-	Transoms and throats of Hooks	1 1/2	1 1/2	-	Hold Beam Bolts in	1	1	-
Scarp of Keel	1 1/2	1 1/2	-	Arms of Hooks	1 1/2	1 1/2	-	Waterway	1	1	-
Keelson Bolts through Keel at each Floor	1 1/2	1 1/2	-	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	7/8	13/16	-	Knees	1	1	15/16
Bolts through Heels of Timbers against Deadwood	7/8	-	-	Butt End Bolts	3/4	3/4	-	Shelf or Clamp	1	1	-
				Pintles of the Rudder	3/8	3	-	Waterway	7/8	7/8	-
								Knees	7/8	7/8	7/8
								Shelf or Clamp	7/8	7/8	-
								Nails or Bolts in Flat of Deck	6 1/2	14	-
								Treenails	1 1/2	1 1/2	-

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 x 3 Inches. The Space between the Top-Timbers is 3 x 7 Inches.

The Floors consist of British Oak. The First Foothooks of British Oak.
 The Second Foothooks of British Oak. The Third Foothooks and Top Timbers of British Oak.
 The Shifts of the First and Second Foothooks are not less than 4 feet 4 in. N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are the same.

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

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

The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is well chocked with no Butt at each end of the chock. The Main piece of Rudder is British Oak.

The Main Keelson is Greenheart and is free from all defects. The Main piece of Windlass is Iron.

The Stem, and Stern Post, consist of British Oak. The Transoms, Aprons, Knight Heads, and Hawse Timbers of British Oak. Deadwood, of British Oak and are well free from all defects.

The Deck and Hold Beams consist of British Oak. The Breasthooks of Iron. The Knees of British Oak.

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is British Oak.
 From the above named Height to the Light Water Mark Consists of Greenheart, British Oak & E. I. Teak.
 From the Light Water Mark to the Wales Consists of Greenheart, Teak & Morra.
 The Wales and Black-strakes are Teak & Greenheart. The Topsides E. I. Teak.
 The Sheer-strakes and Plank-sheers E. I. Teak. The Water-ways { Upper Deck Teak, Lower Deck Greenheart.
 The Decks Consists of Yellow pine. State of Material Good.
 The Shifts of the Planking are not less than Six 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 Three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Greenheart & Morra.
 The Ceiling, Lower Hold, and between Decks British Oak & Teak. Shelf Pieces and Clamps Greenheart.

Fastenings.—To Hold Beams Consists of British Oak & Iron.
9 pair of Iron Tickers well bolted & clenched.

Deck Beams are secured with British Oak & Iron.
pair of Maple Strakes & 6 pair of Iron.

Number of Breasthooks three Pointers 2 pair, Crutches three, Iron.

Butts End Bolts are of Yellow metal in the Bottom, and iron Bolt in each Butt End through and clenched.

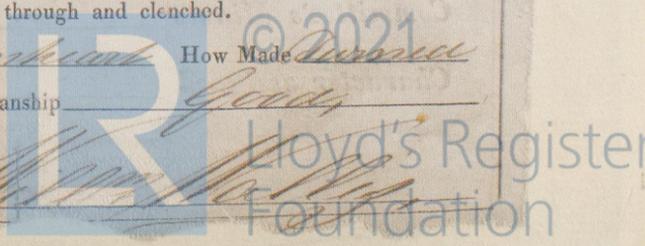
Bilge and Limber Strakes all bolted through and clenched. Treenails of Greenheart How Made Double.

Thickstuff over Double Floors all 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 _____ Surveyor's Signature _____

ABN4-0084



1833. ABN.

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.
2 Suits Complete	Fore Sails,	Chain	240 1 1/2	Bower,	3 21, 2, 25
	Fore Top Sails,	Hempen Stream Cable		<u>Patent</u>	21, 0, 23
	Fore Topmast Stay Sails,	Hawser	90 7	Stream,	1 7, 0-0
	Main Sails,	Towlines	90 8		
	Main Top Sails,	Warp	90 6	Kedge,	2 3-2, 21
and <u>all new</u> ,		All of <u>Good</u> quality.	90 5		2-1-20

Her Standing and Running Rigging all new sufficient in size and Good in quality.

She has one Long Boat and three others.

The present state of the Windlass is none Capstan Good Rudder Good Pumps Good.

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>April 16th 1850.</u>
	2nd. When the Beams are put in, &c.	<u>May 13th /</u>
	3rd. { When completed, and before the } plank be painted or payed }	<u>June 23rd / 50,</u>

This Vessel has been built under Special survey, of good & sound material, for the twelve years grade, the whole of the bolt & nail fastenings outside consists of yellow metal, except the bolts which are incidental to the rigging, & the nails in the flat of decks, which are galvanized iron, agreeable to rule Sect 46, for the additional period of one year, 16 pair of diagonal plates are fitted inside the frames, 5 in broad by 30, extending from the upper part of the upper deck beam down to the long floor beams, bolted through each timber with 7/8 iron, four pair crossing each other in the midship body, distance apart average 8 feet, the vessel has a main stem, raised quarter deck & a topgallant forecastle, the outside planking & sheerstrakes of quarter deck consists of 3 in to 3 1/2 in Oak & Teak, Clamps 4 in Oak, & sculling below 2 1/2 in Oak, 0 Beams of 1 1/2 in Oak, sided & moulded 0 in secured with 1 1/2 in Oak & Iron ledging knees, & 3 pair of hanging knees, all well bolted, Forecastle outside planking & sheerstrakes, 3 to 3 1/2 in Teak, inside 1 1/2 in to 2 in Oak, Clamps 4 in Teak, 5 beams of 1 1/2 in Oak sided 7/8 to 9 in & moulded 0 in 9 in secured with 1 1/2 in Oak & Iron ledging knees, & 3 pair of hanging knees, all well bolted, the decks consists of 3 in yellow pine, waterways 5 in Oak & plank sheers 3 1/2 in Oak & Teak, the Oak deadwood does not extend above the height of 22 in, from the rabbet of the keel, the bilge & thick strakes over the short h^d chocks are through bolted & clenched, agreeable to rule Sect 39, the garboard strakes are bolted horizontally through each other to the keel with 7/8 yellow metal, Brown patent Capstan is fitted in form of windlass, Bower standing rigging & Iron of Shank

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, or Coppered of metal, no felt When last done 1850.

I am of opinion this Vessel should be Classed 1 B. A. 1.

The Amount of the Fee.....£ 5 : 0 : - is received by me,

Special£ 24 : 14 : -

Certificate£ - : - : -

Committee's Minute 3rd August 1850

Character assigned 1 B. A. 1.

