

No. 273 Survey held at Belfast Date launched May 1839 273  
on the Brig James Gibson Master James Stuart  
Tonnage 227 <sup>204 64</sup> <sub>35 80</sub> Built at Belfast When built 1839  
By whom built Alex McLaine Owners Robt Will Belfast & Clay & Gilman  
Port belonging to Belfast Destined Voyage To Scotland & America of London  
If Surveyed Afloat or in Dry Dock On the Stocks at three different times

Length aloft.....	Feet. Inches. <u>84</u> <u>8</u>	Extreme Breadth .....	Feet. Inches. <u>20</u> <u>6</u>	Depth of Hold .....	Feet. Inches. <u>15</u> <u>5</u>
Scantlings of Timber.			Thickness of Plank.		
Timber and Space.....	Inches <u>22</u>	Inches. Middle Ends <u>15</u>	Outside. Inches. <u>3</u>	Inside. Inches. <u>3 1/2</u>	
Floors.....	sided <u>10 1/2</u>	Moulded <u>15</u>	Keel to Bilge .....	Foot Waling.....	<u>3 1/2</u>
1 <sup>st</sup> Foothooks.....	" <u>9</u>	" <u>8</u>	Bilge Planks .....	Bilge Planks .....	<u>4 1/2</u>
2 <sup>nd</sup> Ditto.....	" <u>8</u>	" <u>8</u>	Bilge to Wales .....	Ceiling in Flat .....	<u>3</u>
3 <sup>rd</sup> Ditto.....	" <u>7 1/2</u>	" <u>7 1/2</u>	Wales .....	Ditto Bilge to Clamp .....	<u>2 1/2</u>
Top Timbers .....	" <u>7</u>	" <u>5</u>	Topsides .....	Hold Beam Clamps .....	<u>3 1/4</u>
Deck Beams .....	Number of <u>19</u>	" <u>10</u>	Sheer Strakes .....	Deck Beam Ditto.....	<u>3 1/4</u>
Hold Beams .....	Do. Do. <u>9</u>	" <u>10</u>	Plank Sheers.....	Ceiling 'twixt Decks .....	<u>2 1/2</u>
Keel .....	" <u>10</u>	" <u>15</u>	Water-ways .....	Hold Beam Shelves .....	<u>4 1/2</u> <u>13</u>
Kelsons .....	" <u>14</u>	" <u>14</u>	Upper Deck .....	Deck Beam ditto .....	<u>4</u> <u>13</u>

Copper.		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft .....	Inches <u>1 1/8</u>	Bolts thro' the Bilge and Foot Waling.....	Inches <u>3/8</u>	Hold Beam.....	Inches <u>1</u> Iron
Scarphs of Keel.....	No. <u>8</u> <u>3/4</u>	Butt End Bolts .....	<u>5/8</u>	Deck Beam .....	<u>7/8</u>
Floor Timber Bolts.....	<u>1 1/8</u>	Lower Pintle of the Rudder .....	<u>2 1/2</u>		
Kelson ditto.....	<u>1 1/8</u>				
Transoms and throats of Hooks .....	<u>1</u>			same in Iron above the Copper .....	<u>7/8</u>
Arms of Hooks .....	<u>7/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are quite free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of English Oak

Her Shifts of the first and second Foothooks are not less than 3 1/2 & 4 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 4 Feet

The Frame is all squared from the first Foothook Heads upwards, and are free from sap, and from thence downwards, the frame is well squared

The alternate Frames are all bolted together. all frames

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

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

The Main Kelson is composed of African Oak and the False Kelson of Quebec Oak, one through every floor, and through the Kelson

The Scarphs of the Kelsons are not less than 5 feet 6 inches.

The Deck and Hold Beams are composed of English & African Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of American Elm

From the first Foothook Heads to the Light Water Mark of three Strakes Stated and all

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of English & African Oak

The Topsides of Pitch Pine

The Sheer-strakes of English & Strakes

The Gunwales of English Oak Water-ways of Pitch Pine

The Shifts of the Planking are not less than 6 Feet Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought 3 between.

Planking Inside.—The Clamps are composed of Quebec White Oak the Stringers of Quebec White Oak

The Bilge Planks of Quebec Oak and the remainder of the Ceiling of English Oak between deck & bilge with 2 iron knees

Fastenings.—To Hold Beams to each a piece of oak dovetailed in between the beams under the lines

Deck Beams The same as the hold beams

Number of Breasthooks 4 English oak Pointers 2 Crutches 2

Butts End Bolts are of Copper 2 in each butt in the Bottom, and every Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship Very good, All her beams & English Oak

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

Builder's Name Alex McLaine

Surveyor's Name George McEwen



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

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	180	Chain .....	1 1/8	2	Bower,
1	Fore Top Sails,	95	Hempen Stream Cable.....	6 1/2	1	Stream,
2	Fore Topmast Stay Sails,	95	Hawser .....	4 1/2	1	Kedge,
1	Main Sails,	95	Towlines .....	3 1/2		All of proper weight. <u>yes</u>
2	Main Top Sails,		Warp .....			
and <u>well found in</u>			All of <u>good</u> quality. and <u>new</u>			
<u>other sails</u>						

Her Standing and Running Rigging is all good & new sufficient in size and good in quality.

She has one Long Boat and one Quarter

The present state of the Windlass is good with Patent Capstan new and Rudder good with copper braces

### General Remarks—Statement and Date of Repairs.

This vessel is all framed with english oak, the main keelson African oak, all her shocks butted, the frame all bolted together, was built for a 12 year ship with the exception of the ceiling and middships <sup>stringers</sup> which is Quebec white oak, I saw her every day when building and examined her at three different stages, as according to the rules, I consider her the best ever built in Belfast, of a handsome model good floors and draws little water, is flush fore and aft with a full length figure head, and carved stern, is coppered up to the black strake, and very well finished, The Owners spared no expence in getting her out with the best materials, is well found in sails; has got a beam across the foot of the stern timbers with iron knees and iron knees to her main transoms fore and aft and a wood knee along the quarter with a pointer

If Sheathed, Doubled, or Felted, Coppered on paper with 22, 24, 26, 28, 30 oz up to  
and Date when last done black strake to 13 feet March

And I am of opinion this Vessel should be Classed A 1 for 11 years

The Amount of the Fee.....£ 3 : 3 : 0 is received by me, George McKibbin Surveyor

Committee Minute 31<sup>st</sup> May 1839

Character assigned A 1 for 10 years  
JB



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