

No. 2711 Survey held at Gloucester Date 15 April  
 on the Schooner "Garibaldi" for ton Master Widens  
 Old "Julia" per note dated  
 Tonnage New 66 24 Built at Gloucester When built 1864 Launched March 1862  
 By whom built Miller & Son Owners James Knight  
 Port belonging to Gloucester Destined Voyage Coasting  
 If Surveyed while Building, Afloat, or in Dry Dock when on the blocks and afloat

Rev 25/4/64 2711  
 1864

Length aloft .....	Feet. Inches.	Extreme Breadth Outside .....	Feet. Inches.	Depth of Hold .....	Feet. Inches.
Scantlings of Timber.		Required per Rule.		Thickness of Plank.	
TIMBER AND SPACE .....	19	Middle. Ends.	18	OUTSIDE.	6 11
Floors .....	6 6 6	IN SHIP. Moulded.	18	Garboard Strakes ..	2
1 <sup>st</sup> Foothooks <del>met at middle</del> .....	4 6	Sided.	7	Garboard to Bilge ..	2
2 <sup>nd</sup> Ditto .....	4 5	Middle.	6	Bilge Planks .....	3
3 <sup>rd</sup> Ditto .....	4 4	Ends.	5 1/2	Bilge to Wales .....	3 1/2
Top Timbers .....	4 4	IN SHIP. Moulded.	4	Wales .....	3
Deck { N <sup>o</sup> 12 Average Space } 4 feet .....	6 3/4	Middle.	6 3/4	Topsides .....	3
Beams { 1/2 of Main Beams along main deck } .....	6 3/4	Ends.	6 3/4	Sheer Strakes .....	3
Deck Beams, length amidships .....	17 1/2	IN SHIP. Moulded.	5	Plank Sheers .....	2
Hold { N <sup>o</sup> Average Space } .....	—	Middle.	—	Water-ways { Upper Deck	11 x 5
Beams .....	—	Ends.	—	Ways { Lower Deck	—
Hold Beams, length amidships .....	—	IN SHIP. Moulded.	—	Ditto, faying surface against Timbers .....	not seen
Keel .....	7 9	Middle.	8 9	Upper Deck .....	3 1/2
Scarps of Ditto .....	4 feet	Ends.	4 feet	Waterway .....	—
Keelsons .....	14 1/2	IN SHIP. Moulded.	9 9	Knees .....	—
Scarps of Ditto one length .....	—	Middle.	—	Shelf or Clamp .....	—
	—	Ends.	—	Waterway .....	—
	—	IN SHIP. Moulded.	—	Knees .....	—
	—	Middle.	—	Shelf or Clamp .....	—
	—	Ends.	—	Nails or Bolts in Flat of Deck	iron nails
	—	IN SHIP. Moulded.	—	Treenails ....	Plants bolted or see Remarks

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

Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Upper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	2	—	Transoms and throats of Hooks	3 1/4	Hold Beam Bolts in	Waterway .....	—	—
Scarps of Keel, N <sup>o</sup> . 6	5	—	Arms of Hooks .....	1/2	Waterway .....	Knees .....	—	—
Keelson Bolts through Keel at each Floor .....	3 1/2	—	Thro' Bilge & Limber Strakes	2	Waterway .....	Shelf or Clamp .....	—	—
Bolts thro' Heels of Timbers against Deadwood .....	5	—	Thickstuff over Double Floors	2	Waterway .....	Knees .....	—	—
	8	—	Butt End Bolts .....	2	Waterway .....	Shelf or Clamp .....	—	—
	—	—	Pintles of the Rudder .....	2	Waterway .....	Nails or Bolts in Flat of Deck	iron nails	—
	—	—		—		Treenails ....	Plants bolted or see Remarks	—

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is ~~some less than 36 inches~~ ~~is close~~ Inches. The Space between the Top-Timbers is ~~is 56~~ Inches.

The Floors consist of *Eug Oak*

The First Foothooks of *Eug Oak*

The Second Foothooks of *Eug Oak*

The Third Foothooks and Top Timbers of *Eug Oak*

The Shifts of the First and Second Foothooks are not less than *seen*

N.B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are *not seen*

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

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 *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 *Eug Oak* Windlass is *Eug Oak*

The Keel is *An R. Elin* The Main Keelson is *Red Pine* and *free from all defects.*

The Stem, and Stern Post of *Eug Oak*

The Transoms, Knight Heads, Hawse Timbers,

and Aprons of *Eug Oak*

Deadwood, of *Eug Oak* and are *free from all defects.*

The Deck and Hold Beams of *Eug Oak*

The Breasthooks of *Eug Oak* The Knees of *Eug Oak*

**Planking Outside.**—From the Keel to the Height defined in Note to Table A, or to the First Foothook Heads, the Plank is *Eug & An R. Elin*

From the above named Height to the Light Water Mark *Red Pine*

From the Light Water Mark to the Wales *Red Pine*

The Wales and Black-strokes are *Eug Oak*

The Topsides & Sheer-strokes *Eug Oak*

The Spirketting and Plank-sheers *Eug Oak*

The Water-ways { Upper Deck *Red Pine*  
Lower Deck

The Decks *Yellow Pine*

State of *good*

The Shifts of the Planking are not less than *4 to 5* 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 *2 & 3* between, and without step-butting

**Planking Inside.**—The Limber-strokes and Bilge-strokes are *Eug Oak*

The Ceiling, Lower Hold, and between Decks *Eug Oak & Red Pine* Shelf Pieces and Clamps *Red Pine*

**Fastenings.**—To Hold Beams

Deck Beams *Three pairs of Hanging Knees, and Iron straps round the timber head, and bolted to the beams.*

Number of Breasthooks *five*

Pointers

Crutches

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

Bilge and Limber Strakes *Iron* bolted through and clenched. Treenails of *Bottom iron bolted* How Made

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship *very rough*

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

Builder's Signature

Surveyor's Signature

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 BRS80-289

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

She has SAILS.

one suit of sails  
and spare sails

Rigging Wire  
Her Standing and Running Rigging Hemp

She has one Long Boat and

The present state of the Windlass is weak Capstan good Rudder good Pumps two cast metal good

CABLES, &c.

N. <sup>o</sup> .		Fathoms.	Inches.
1	Stud Link	75	$\frac{3}{4}$
2	Chain	45	$\frac{3}{4}$
3	Hempen Stream Cable	95	5
4	Hawser	15	3
5	Towlines	—	—
6	Warp	—	—
7	All of <u>good</u> quality.		

ANCHORS, and their weights.

N. <sup>o</sup> .	Weight.
1	6-1.12
2	4-0.24
3	10-0
4	0.2.0

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 }

Surveyed on Slip with some ceiling out both sides, and vastly afloat.

This little vessel has been built for Coasting in the timber trade, the materials are good, but very roughly put together, the planking all much thicker than the Rules. The outside planking is fastened with  $\frac{1}{2}$  square iron bolts  $\frac{7}{8}$  long, and with through bolt and many intermediate bolts. A keelson very large, and she is with her present fastening of ample strength.

Testing Certificates produced for Anchors tested to  $5\frac{1}{2}$  tons and Chains to  $10\frac{1}{2} \text{ to } 8\frac{1}{2}$  tons at Bell of Donils. Board of Trade.

The "Gambaloti" is strong but very rough in workmanship and to meet the case I would beg to submit her for the H.A.H grade.

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

If Sheathed, Doubled, Felted, or Coppered single bottom When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed H.A.H

The Amount of the Fee.....£ 1 : : is received by me,

Special .....£ 2 : 2 :

Certificate ....£ : 2 : 6

Traveling expenses  $\frac{1}{10}$  per cent

Committee's Minute 16 April 1861

Character assigned A 1 for 4 Years

Thomas Congdon

W.M.

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