

No. 13296 Survey held at Liverpool Date May 15th 1855
 on the Ship Libysian Master Thos Chapman
 Tonnage Old 1140 Built at Restigouche NB When built 1857 Launched
 By whom built Richie Mackay & Co Owners Wilson Kennedy
 Port belonging to Liverpool Destined Voyage Wm
 If Surveyed while Building, Afloat, or in Dry Dock Dry Dock & Afloat

Length aloft	Feet. 185	Inches. 3/10	Extreme Breadth	Feet. 50	Inches. 8/10	Depth of Hold	Feet. 21	Inches. 8/10	
Scantlings of Timber.			Thickness of Plank.						
TIMBER AND SPACE	Feet. 80	Inches. 14	Moulded	Inches. Middle 24	Inches. Ends 14	Outside.	Inches.	Inside.	
Floors	sided	14				Keel to Bilge	5	Limber Strakes	5 1/2
1 st Foothooks	"	12	"	"	12	Bilge Planks	7 1/2	Bilge Planks	6 1/2
2 nd Ditto	"	11 1/2	"	"	11	Bilge to Wales	5	Ceiling in Flat	5 1/2
3 rd Ditto	"	10	"	"	10	Wales	7 1/2	Ditto Bilge to Clamp	6 1/2
Top Timbers	"	10	"	"	8 1/2	Topsides	6	Hold Beam Clamps	1 1/2
Deck Beams N ^o 32	Average Space } 4 ft 6 in	"	"	"	7 1/2	Sheer Strakes	6	Deck Beam Ditto	11
Deck Beams, length amidships	"	31 ft 8 in	"	"	7 1/2	Plank Sheers	5	Ceiling 'twixt Decks	7 to 11
Hold Beams N ^o 29	Average Space } 4 ft 4 in	"	"	"	7 1/2	Water-Ways { Upper Deck	8	Hold Beam Shelves	—
Hold Beams, length amidships	"	32 ft 8 in	"	"	7 1/2	Lower Deck	—	Deck Beam Ditto	—
Keel	"	15	"	12 in outside	Water-Ways	Upper Deck	8		
Scarphs of Ditto	"	8 ft	"	the port board	Keel	Lower Deck	—		
Keelsons	"	17	"	8 1/2	—	Upper Deck	4		
Scarphs of Ditto	"	8 ft	"						

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

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	not seen		Transoms and throats of Hooks	1 3/8	1 1/2	Hold Beam Bolts in	Waterway	not seen
Scarp of Keel.....N ^o 1	not seen		Arms of Hooks	1 1/8	1 1/4		Knees	1 1/4
Keelson Bolts through Keel at each Floor	not seen		Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1/8		Deck Beam Bolts in	Waterway	not seen
Bolts through Heels of Timbers against Deadwood	not seen		Butt End Bolts	3/4			Knees	1 1/8
			Pintles of the Rudder	3 1/2		Treenails	Shelf or Clamp	1 1/8
								1 1/2 & 1 1/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 6 1/2 Inches.

The Stem, and Stern Post, consist of Hacmatack The Transoms, Aprons, Knight Heads, and Hawse Timbers of Hacmatack Deadwood, of not seen and are all free from all defects.

The Floors consist of Birch in midships, Hacmatack The First Foothooks of Hacmatack Timber.

The Second Foothooks of Hacmatack The Third Foothooks and Top Timbers of Hacmatack

The Shifts of the First and Second Foothooks are not less than not 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 all squared from the First Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is well squared

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

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

The Frame is not seen chocked with not seen Butt at each end of the chock. The Main Keel is Birch

The Main Keelson is White Oak and not seen free from all defects. The False Keelson is White Oak

The Deck Beams consist of Hacmatack The Hold Beams of Hacmatack The Knees of White Oak

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Birch

From the above named Height to the Light Water Mark Hacmatack & Birch

From the Light Water Mark to the Wales Hacmatack & Red pine

The Wales and Black-strakes are Hacmatack & Red pine The Topsides Hacmatack & Red pine

The Sheer-strakes and Plank-sheers Hacmatack & Red pine The Water-ways { Upper Deck Red pine

The Decks Yellow Pine State of good

The Shifts of the Planking are not less than 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 three strakes between

Planking Inside.—The Limber-strakes are Hacmatack The Bilge Planks Hacmatack

The Ceiling, Lower Hold, Hacmatack Between Decks Red pine

Shelf Pieces none Clamps Red pine & Hacmatack

Fastenings.—To Hold Beams Double wood lodging knees and 22 Pairs of knee Riders
and 4 ft long down to take two Bolts in a substantial part of the floors and if
pairs of iron hanging knees
can be put in with any advantage to the ship in consequence of the pointers & foothooks

Number of Breasthooks eight Pointers three Pairs Crutches one

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

Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of Hacmatack How Made Turned

Thickstuff over Double Floors not seen bolted through and clenched. General Quality of Workmanship good

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

Builder's Signature _____ Surveyor's Signature G. P. Mearns

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 .	Libs			Fathoms. Inches.		N ^o .	Weight.
2	Fore Sails,	Chain	.....	300 7/8	Bower,	3	37-3-1
2	Fore Top Sails,	Hempen Stream Cable	.....	90 10 1/2	Stream,	1	37-1-1
2	Fore Topmast Stay Sails,	Hawser	.....	90 9			13 " "
2	Main Sails,	Towlines	.....	90 8			
2	Main Top Sails,	Warp	.....	90 8	Kedge,	2	37-4-1
1	and <u>top gallant sails</u>	All of <u>good</u> quality.					

Her Standing and Running Rigging is well fitted sufficient in size and good in quality.

She has one Long Boat and two others

The present state of the Windlass is good Capstan good Rudder good Pumps of iron good

General Remarks—Statement and Date of Repairs.

As per Rule Section 51
Air Rooms open between decks and in the hold, the timbers
of the frame sound & good as also the trussails that have
been driven out for inspection.

Length of Hull 184 ft 4

Length of Birch Floors in midships 90 ft 11 ins

Is now in a fit and efficient state for the
safe conveyance of dry and perishable cargoes, to and
from all parts of the world.

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on felt When last done this present time

From our opinion this Vessel should be Classed A I

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

Special£ 6 : 6 : 0 25/5/55

Certificate (if required)£ " : 5 : "

Committee's Minute 29th May 1855

Character assigned Fit for W. Gray



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