

No. 18611 Survey held at Northwich & Date 29 May 1863 to the 14 March 1864
on the Schooner Peter James Master W Boden
Tonnage Old Built at Northwich When built 1863 Launched 21 Jan'y 1864
By whom built Gibson Owners W Mc Quie
Port belonging to Liverpool Destined Voyage Coasting
Surveyed while Building, Afloat, or in Dry Dock On the blocks and afloat

Length aloft	Feet.			Inches.			Extreme Breadth Outside	Feet.			Inches.			Depth of Hold	Feet.			Inches.		
	Sided.	Moulded.	Ends.	Sided.	Moulded.	Ends.		Sided.	Moulded.	Ends.	Sided.	Moulded.	Ends.		Sided.	Moulded.	Ends.	Sided.	Moulded.	Ends.
Length aloft	79	81 1/2		20	20 1/2		20	20	20 1/2		9	9 1/2		9	9 1/2		9	9 1/2		9 1/2
Scantlings of Timber.																				
Outside.										Inside.										
Garboard Strakes										Limber Strakes										
Garboard to Bilge										Bilge Planks										
Bilge Planks										Ceiling in Flat										
Bilge to Wales										Ditto Bilge to Clamp										
Wales										Hold Beam Clamps										
Topsides										Deck Beam Ditto										
Sheer Strakes										Ceiling 'twixt Decks										
Plank Sheers										Hold Beam Shelves										
Water-Upper Deck										Deck Beam Ditto										
Ways Lower Deck																				
Ditto, faying surface against Timbers																				
Upper Deck																				

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.																			
Heel-Knee, and Deadwood abaft										Transoms and throats of Hooks									
Scarp of Keel N° 1										Arms of Hooks									
Keelson Bolts through Keel at each Floor										Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors									
Bolts through Heels of Timbers against Deadwood										Butt End Bolts									
										Pintles of the Rudder									

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.

The Floors consist of English Oak The First Foothooks of English Oak

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 3 feet 9 inches N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 5 @ 16 feet

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

frame is well squared and all free from sap

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 partly chocked with a Butt at each end of the chock. The Main piece of Rudder is English Oak

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

The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English Oak Deadwood, of English Oak and are all free from all defects.

The Deck and Hold Beams consist of English Oak The Breasthooks of English Oak The Knees of English Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Rock Elm

From the above named Height to the Light Water Mark English Oak

From the Light Water Mark to the Wales English Oak

The Wales and Black-strakes are English Oak The Topsides English Oak

The Sheer-strakes and Plank-sheers English Oak The Water-ways { Upper Deck English Oak and

The Decks Yellow Pine Lower Deck none State of very good

The Shifts of the Planking are not less than 26 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 3 strakes between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are Greenheart

The Ceiling, Lower Hold, and between Decks English Oak & Greenheart and Clamps English Oak

Fastenings.—To Hold Beams no Hold Beams

Deck Beams Double wood lodging knees and 10 Pairs of long hanging

knees all of which extend down to the lower part of the bilge fastenings with iron bolts

Number of Breasthooks Three Pointers Round Stern Crutches Three Hooks

Butts End Bolts are of yellow metal in the Bottom, and One Bolt in each Butt End through and clenched. One short bolt

Bilge and Limber Strakes yellow metal bolted through and clenched. Treenails of English Oak How Made Turned

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

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

Builder's Signature Cornelius Gibson Surveyor's Signature W. P. M. M.

Lloyd's Register

Foundation

LV 584-0328

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.
3	Fore Sails,		Chain	150	7/8	2	6-0-16
2	Fore Top Sails,		Hempen Stream Cable	90	9	2	5-0-16
2	Fore Topmast Stay Sails,		Hawser	90	7 1/2	1	3-8-24
1	Main Sails,		Towlines	—	—		
1	Main Top Sails,		Warp	90	4 1/2	1	1-2-10
1	Square Sail		All of <u>good</u> quality.				

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

She has One Long Boat and

The present state of the Windlass is good Capstan winch Rudder and 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

2nd. When the Beams are put in, &c. Frequently while Building

3rd. { When completed, and before the plank be painted or payed }

This vessel is built of best Materials Workmanship very good & is well fastened, listings cut out to examine the caulking and found good. ✓

One Anchor 6-11-16 Proved to 7-5-0

One do 5-9-6 Proved to 6-7-0. Stream and Kedge see above

150 fathoms 13 1/16 inch full chain unstudded close link chain Proved to 7-17-2

90 fathoms each 9-7 1/2 & 4 1/2 warp, see Sails above

The iron hanging knees and plank sheers are fastened with iron which prevents her having an additional gear

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 12 A I

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

Special£ 5 : 5 : 0 14/3/64

Certificate£ Gratis

Committee's Minute April 15th March 18 64

Character assigned 12 A I built under A.S.



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