

No. 3963 Survey held at London

Date March 13 1888

3963

on the *Lehman Gem*Master *T. Matthews*Tonnage 180 Built at *Bridport*When built 1837 July 19<sup>th</sup>By whom built *Cox & Son*Owners *P. P. Knight & Co*Port belonging to *Limerick*Destined Voyage *Limerick*If Surveyed Afloat or in Dry Dock *Afloat*

Length aloft.....				Feet. (Inches.)				Extreme Breadth.....				Feet. (Inches.)				Depth of Hold.....				Feet. (Inches.)			
Scantlings of Timber.												Thickness of Plank.											
Timber and Space.....						Outside.						Inside.						Foot Waling.....					
Floors.....	<i>Two</i>	<i>raft</i>	<i>14</i>	each	<i>2</i>	Keel to Bilge.....																	
1 <sup>st</sup> Foothooks.....				side	<i>2</i>	Bilge to Wale.....																	
2 <sup>nd</sup> Ditto.....					<i>9 1/2</i>	Wales.....																	
3 <sup>rd</sup> Ditto.....					"	Top-sides.....																	
Top Timbers.....					"	Sheer Strakes.....																	
Deck Beams.....	Support of <i>17</i> <i>ft</i>				<i>10 1/2</i>	Plank Sheers.....																	
Hold Beams.....	Do. Do.				<i>10</i>	Water-ways.....																	
Keel.....					"	Upper Deck.....																	
Kelsons.....					<i>16</i>	<i>Lower</i>																	
					"	<i>17</i>																	
Copper.												Iron.											
Size of Bolts in Fastenings.												Copper.											
Heel-Knee, and Dead Wood abaft.....						Bolts thro' the Bilge and Foot Waling.....																	
Scarps of Keel.....						Butt End Bolts.....																	
Floor Timber Bolts.....						Lower Pintle of the Rudder.....																	
Kelson ditto.....																							
Transoms and throats of Hooks.....																							
Arms of Hooks.....																							

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is *1 1/2* Inches. The Space between the Top-timbers is *7* Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of *English Oak* and are *free* from all defects.

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

Her other Foothooks and Top Timbers of

Her Shifts of the first and second Foothooks are not less than *N.B. When reported by you less than the prescribed Rule, then state how many.*

The rest of the Shifts of the Frame are

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

The alternate Frames are *bolted* bolted together.

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

The Frame is *choked* choked with *Butt* Butt at each end of the chock.

The Main Kelson is composed of *Bark* and the False Kelson of

The Scarps of the Kelsons are not less than *4* feet *inches* *Bolts through alternate frames*

The Deck and Hold Beams are composed of *English Oak*

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of *divided to the Blue Oak* divided to the Blue Oak. From the first Foothook Heads to the Light Water Mark of *divided to the English Oak* divided to the English Oak.

From the Light Water Mark to the Wales of

The Wales and Black-strakes are of

The Topsides of

The Sheer-strakes of

The Gunwales of

The Shifts of the Planking are not less than *3* 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.*

**Planking Inside.**—The Clamps are composed of *English Oak* The Planking is *rough* rough between the Stringers of *English Oak* English Oak. The Bilge Planks of *English Oak* and the remainder of the Ceiling of *English Oak* English Oak.

**Fastenings.**—To Hold Beams *2 broad duty knees*

Deck Beams *2 broad duty knees*

Number of Breasthooks *4* Pointers *not seen*

Butts End Bolts are of *Copper* in the Bottom, and *2 1/2* Bolt in each Butt End through and clenched.

Bilge and Footwaling are *bolts* bolts through and clenched.

General Quality of Workmanship *good*

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

Builder's Name

Surveyor's Name *George Dayley*



3963 Lon

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

She has SAILS.		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .	Fathoms.	Inches.	N <sup>o</sup> .		
1 Fore Sails,	180	Chain	2	Bower,	
1 Fore Top Sails,	80	Hamper Stream Cable	6 1/2	Stream,	
1 Fore Topmast Stay Sails,	80	Hawser	5 1	Kedge,	
1 Main Sails,	80	Towlines	4	All of proper weight.	
1 Main Top Sails,		Warp			
and <u>rely upon the sails</u>		All of <u>good</u> quality.			

Her Standing and Running Rigging is Slump sufficient in size and good in quality.She has one Long Boat and 1 olly BoatThe present state of the Windlass is good Capstan good and Rudder good hardly**General Remarks—Statement and Date of Repairs.**

This appears to be a well and substantially built vessel.  
 She does not appear to have been surveyed whilst  
 building there not being a Surveyor at the Port.  
 It is stated that she was constantly seen whilst  
 building by Mr Good formerly a Shipbuilder at  
 Bridport.

The Keelson has the appearance of being Sautie  
 or Stettin Oak - but am unable to speak with certainty  
 as to its growth it being late in the Evening when  
 she was surveyed, & as she was to sail the next morning  
 no other opportunity was afforded of seeing it by  
 daylight - My recommendation will therefore  
 proceed upon the supposition that it is of Sautie growth.  
 I mentioned this to the charter & told him that if on  
 further examination by daylight it should prove to be of English growth  
 the clauses of the charter should be again brought under the notice of the Committee.

If Sheathed, Doubled, or Felled, Single

and Date when last done

And I am of opinion this Vessel should be ClassedThe Amount of the Fee.....£ 2 : 2 : - is received by me, that

Committee Minute

16 March 1835

Character assigned

A 1 p 6 Year

Lloyd's Register  
Foundation