

No. ✓ Survey held at London Date 1848
 on the "James Gibb" Master R. Jackson 16 Jan 22 1849
 Tonnage 696 Built at Quebec When built 1847
 By whom built 814 1/2 Owners Gibson
 Port belonging to London Destined Voyage Port Philip
 If Surveyed Afloat or in Dry Dock off at Dry Dock

Length aloft 44 3/10 Feet. Inches. 11 2 Extreme Breadth 28 3/10 Feet. Inches. 11 2 Depth of Hold 22 3/10 Feet. Inches. 11 2

Scantlings of Timber.

Room and Space	Inches.	Inches.	Inches.
Floors.....sided	13	Moulded	15
1 st Foothooks.....	12	"	"
2 nd Ditto.....	12	"	12
3 rd Ditto.....	11	"	11 1/2
Top Timbers.....	10 1/2	"	7 1/2
Deck Beams N ^o <u>20</u> Average Space } <u>5 ft 6 in</u>	13	"	11 1/2
Hold Beams N ^o <u>20</u> Average Space }	13	"	13
Keel.....	14	"	15
Kelsons.....	13	"	22

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	4	Limber Strakes.....	6
Bilge Planks.....	4	Bilge Planks.....	6 1/2
Bilge to Wales.....	4	Ceiling in Flat.....	4 1/2
Wales.....	6	Ditto Bilge to Clamp.....	4
Topsides.....	3	Hold Beam Clamps.....	5 1/2
Sheer Strakes.....	4	Deck Beam Ditto.....	9
Plank Sheers.....	4	Ceiling 'twixt Decks.....	3
Water-Ways.....	14 x 8	Hold Beam Shelves.....	—
Upper Deck.....	3 1/2	Deck Beam Ditto.....	—

Copper or Iron.

Heel-Knee, and Dead Wood abaft.....
 Scarphs of Keel.....N^o.
 Floor Timber Bolts.....
 Kelson ditto.....
 Transoms and throats of Hooks.....
 Arms of Hooks.....

Size of Bolts in Fastenings, distinguishing whether

Copper or Iron.	Inches.	Iron.	Inches.
Bolts thro' the Bilge and Limber Strakes.....	—	Hold Beam.....	—
Butt End Bolts.....	—	Deck Beam.....	—
Lower Pintle of the Rudder.....	3 1/2		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is nearly 20 Inches. The Space between the Top-timbers is 36 1/4 Inches. The Stem, Stern Post, are composed of White Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of White Oak and are seen free from all defects.

The Floors and first Foothooks are composed of Black Birch Timber.

The other Foothooks and Top Timbers of Hackmatao

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 very squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is —

The alternate Frames are — bolted together. Not seen 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 seen chocked with — Butt at each end of the chock. —

The Main Kelson is composed of White Oak and the False Kelson of —

The Scarphs of the Kelsons are not less than 7 feet — inches.

The Deck and Hold Beams are composed of White Oak & Hackmatao

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Rock Elm

From the first Foothook Heads to the Light Water Mark of American Rock Elm

From the Light Water Mark to the Wales of American Rock Elm

The Wales and Black-strakes are of White Oak The Topsides of the same

The Sheer-strakes and Plank-sheers of White Oak The Water-ways of Red Pine

The Decks of Yew Pine State of Good

The Shifts of the Planking are not less than 6 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 x 3 between

Planking Inside.—The Limber-strakes are composed of American Rock Elm the Bilge Planks of Am Rock Elm

The Ceiling, Lower Hold, of Am Rock Elm Between Decks of White Oak

Shelf Pieces of — Clamps of White Oak

Fastenings.—To Hold Beams 2 wood lagging & 1 H K to the end of every Beam

Deck Beams 2 wood lagging knees & 16 pairs of Iron banking Nails

Number of Breasthooks Six Pointers 4 Crutches 2

Butts End Bolts are of Copper in the Bottom, and 4 Bolt in each Butt End through and clenched.

Bilge and Limber Strakes Copper bolted through and clenched. Treenails of not seen of anything but

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 _____

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

14850 lbs.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,		Chain		3	Bower,
2	Fore Top Sails,	100	Hempen Stream Cable	10	1	Stream,
2	Fore Topmast Stay Sails,	100	Hawser	6	1	Kedge,
2	Main Sails,	100	Towlines	5 1/2		
2	Main Top Sails,		Warp			
and <u>all good</u>			All of <u>good</u> quality.			

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

She has One Long Boat and three

The present state of the Windlass is Polent Capstan good and Rudder New Main piece of African

General Remarks—Statement and Date of Repairs.

Has been surveyed in conformity with the Society's Rules and Secured with Knees and Riders in accordance with Section 62 - viz 10 pairs of long fullback Riders copper bolted forming also Knees to the lower deck Beams, 10 pairs of Iron hanging Knees to Stern Beams copper bolted additional cross & Pointers - 16 pairs of I H K to upper deck all the Clamps and Spirkelling of lower deck through bolted a wide (22 in) Strake of Oak wrought over the Heads of Second & Third of 4th Lapstrakes through to bolts - Now all new beams from the Bulwarks to the braces of stinging Barks Caulked all over fitted and sheathed with yellow metal

The materials are very good of their sort and she appears a remarkably well built ship

If Sheathed, Doubled, Felted, or Coppered felt & yellow metal When last done 1849

I am of opinion this Vessel should be Classed 5 A1

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

Special£ 2 : 2 : -

Certificate (if required)£ : : -

Committee's Minute 5th Jan'y 1849

Character assigned 5 A1



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Lloyd's Register
Foundation

Special £2 2
Mallinson