

No. 1 Survey held at London Date 1848 to Jan 2 1849
 on the "James Gibb" Master A. Jackson
 Tonnage 696 Built at Quebec When built 1847
 By whom built W. & A. W. Owners A. Gibson
 Port belonging to London Destined Voyage Port Phillip
 If Surveyed Afloat or in Dry Dock Afloat & Dry Dock

Length aloft	Feet. Inches. <u>74</u> <u>3/10</u>	Extreme Breadth	Feet. Inches. <u>28</u> <u>3/10</u>	Depth of Hold	Feet. Inches. <u>22</u> <u>3/10</u>
Scantlings of Timber.			Thickness of Plank.		
Room and Space	Inches. <u>26</u>	Inches. Middle <u>17</u>	Inches. Ends <u>15</u>	Outside.	
Floors	sided <u>13</u>	Moulded <u>15</u>		Keel to Bilge	Inches. <u>4</u>
1 st Foothooks	" <u>12</u>	"		Bilge Planks	<u>4</u>
2 nd Ditto	" <u>12</u>	"		Bilge to Wales	<u>4</u>
3 rd Ditto	" <u>11</u>	"		Wales	<u>6</u>
Top Timbers	" <u>10 1/2</u>	"		Topsides	<u>3</u>
Deck Beams N ^o <u>20</u>	Average Space } <u>5 ft 6 in</u>	" <u>13</u>	" <u>11 1/2</u>	Sheer Strakes	<u>4</u>
Hold Beams N ^o <u>20</u>	Average Space }	" <u>13</u>	" <u>13</u>	Plank Sheers	<u>4</u>
Keel	" <u>14</u>	"	" <u>15</u>	Water-Ways	<u>14 x 8</u>
Kelsons	" <u>13</u>	"	" <u>22</u>	Upper Deck	<u>3 1/2</u>
	" <u>15</u>	"	" <u>15</u>		
Size of Bolts in Fastenings, distinguishing whether			Iron.		
Heel-Knee, and Dead Wood abaft	Copper or Iron			Hold Beam	Inches. <u>10 1/2</u>
Scarphs of Keel	N ^o .			Deck Beam	<u>7</u>
Floor Timber Bolts					<u>5</u>
Kelson ditto					
Transoms and throats of Hooks					
Arms of Hooks					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is nearly zero Inches. The Space between the Top-timbers is 3 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 well 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. Stakes to be all bolted together 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 not 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.

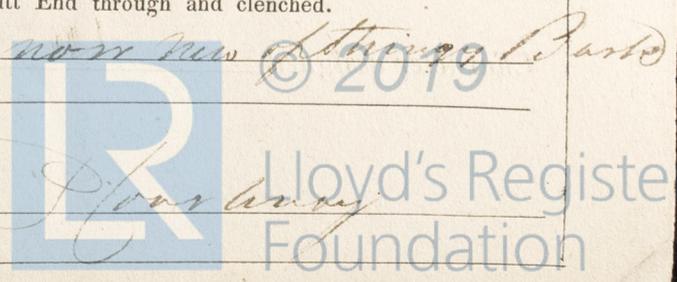
Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Rock Elm. From the first Foothook Heads to the Light Water Mark of American Rock Elm. From the Light Water Mark to the Wales of American Rock Elm. The Wales and Black-strakes are of White Oak. The Topsides of the same. 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 Iron to the end of every Beam. Deck Beams 2 wood lagging knees & 10 pairs of Iron banking Nails. Number of Breasthooks Six Pointers 4 Crutches 2. Butts End Bolts are of Copper in the Bottom, and 1 Bolt in each Butt End through and clenched. Bilge and Limber Strakes Copper bolted through and clenched. Treenails of not seen of other parts. 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,			3	Bower,
2	Fore Top Sails,	100		1	Stream,
2	Fore Topmast Stay Sails,	100		1	Kedge,
2	Main Sails,	100			
2	Main Top Sails,				
and <u>all good</u>					

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 approved

General Remarks—Statement and Date of Repairs.

It 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 futtock knees copper bolted forming also knees to the lower deck Beams, 10 pairs of Iron hanging knees to Stated Beams copper bolted additional cross & pointers - 16 pairs of I H K to upper deck all the clamps and spunkilling of lower deck through bolted a wide (22 in) stroke of Oak wrought over the heads of second & third of the lower deck through bolts - Now all new beams all from the Pulley to the braces of strong (Parks) 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 A1

Special £2 2
C. Wallendon



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Foundation