

No. 10 Survey held at Quebec Date January 1859 to August 1860  
the Barth's Report Master Cumming  
Old Quebec When built 1860 Launched 4<sup>th</sup> August  
tonnage New 407.40 Built at Quebec Owners J. Gilmore  
by whom built J. Gilmore  
Port belonging to Quebec Destined Voyage Liverpool  
Surveyed while Building, Afloat, or in Dry Dock While Building 409

Length aloft		Feet.	Inches.	Extreme Breadth Outside		Feet.	Inches.	Depth of Hold		Feet.	Inches.
140		140	4	26		26	5	15		15	44
Thickness of Plank.											
Scantlings of Timber.				Outside.				Inside.			
Feet.				Inches.				Inches.			
Timber AND SPACE				Moulded				Limber Strakes			
11 1/4				12 1/2				4			
Floors				10				Bilge Planks			
10 1/4				10				4			
1st Foothooks				10				Ceiling in Flat			
9 1/2				8 3/4				4			
2nd Ditto				6 1/2				Ditto Bilge to Clamp			
9 1/2				6 1/2				3 1/2			
3rd Ditto				8 1/2				Hold Beam Clamps			
8 1/2				8 1/2				6 1/2 x 4			
Top Timbers				8 1/2				Deck Beam Ditto			
8 1/2				8 1/2				8 1/2 x 13 1/2 x 4			
Deck Beams N° 27				8 1/2				Ceiling 'twixt Decks			
Average Space } 8' 9"				8 1/2				3 1/2			
Deck Beams, length amidships				11 1/2				Hold Beam Shelves			
24' 4"				9 1/4				8 1/2 x 13 1/2 x 6 1/4			
Hold Beams N° 20				13 1/2				Deck Beam Ditto			
Average Space } 4' 8"				13 1/2				7 1/2 x 13 1/2 x 5 1/2			
Hold Beams, length amidships				1 1/2							
24' 4"				1 1/2							
Keel				1 1/2							
13 1/2				1 1/2							
Carphs of Ditto				1 1/2							
8' 6"				1 1/2							
Keelsons				1 1/2							
13 1/2				1 1/2							
Carphs of Ditto				1 1/2							
13 1/2				1 1/2							
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.	
1		1 1/8		1		1 1/8		1		1	
Keel-Knee, and Deadwood abaft				Transoms and throats of Hooks				Hold Beam Bolts in			
carphs of Keel..... N°. 10				Arms of Hooks				Knees at Mast			
1				Bolts thro' Bilge & Limber Strakes, } Butts				Shelf & Clamp			
				or-Thick stuff over Double Floors }				Waterway			
Keelson Bolts through Keel at				3 1/4				Deck Beam Bolts in			
each Floor..... } 1 1/8				23 1/4				Knees at Mast			
								Shelf & Clamp			
Bolts through Heels of Timbers								Nails or Bolts in Flat of Deck			
against Deadwood..... } 1								1 1/4			
								Treenails..... Inches			
								1 1/4			

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

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Keel-Knee, and Deadwood abaft		<u>1 1/8</u>	Transoms and throats of Hooks		<u>1 1/8</u>
Carphs of Keel.....N <sup>o</sup> . <u>10</u>	<u>1</u>	<u>1</u>	Arms of Hooks	<u>1</u>	<u>1</u>
Keelson Bolts through Keel at		<u>1 1/8</u>	Bolts thro' Bilge & Limber Strakes,	<u>7/8</u>	<u>7/8</u>
each Floor		<u>1 1/8</u>	or Thickstuff over Double Floors	<u>3/4</u>	<u>3/4</u>
Bolts through Heels of Timbers	<u>1</u>	<u>1</u>	Butt End Bolts	<u>3/4</u>	<u>3/4</u>
against Deadwood		<u>1</u>	Pintles of the Rudder	<u>2 3/4</u>	<u>2 3/4</u>

Numbering.—The Space between the Floor Timbers and Lower Foothooks is 4 Inches. The Space between the Top-Timbers is 4 1/2 Inches.

Floors consist of Rock elm 6' 7" remainder oak and The First Foothooks of Samarac and oak Timber.

Second Foothooks of Samarac & oak The Third Foothooks and Top Timbers of Samarac & Red pine

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

rest of the Shifts of the Frame are 5 to 7 feet

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

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

The Butts of the Timbers are quite close together; their thickness not less than 1/8 of the entire moulding at that place.

The Frame is partly chocked with just Butt at each end of the chock.

The Main Keel is Rock and Grey elm.

The Main Keelson is Oak and is free from all defects.

The False Keelson is Oak

The Stem, and Stern Post, consist of Oak The Transoms, Aprons, Knight Heads, and Hawse Timbers of Oak Deadwood, of Samarac and are quite free from all defects.

The Deck and Hold Beams consist of Samarac & Red pine The Breasthooks of Shon one Samarac The Knees of Samarac at Mast Rooms

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Rock elm or to the First Foothook Heads

From the above named Height to the Light Water Mark Rock elm and Red pine

From the Light Water Mark to the Wales Red pine

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

The Sheer-strakes and Plank-sheers Samarac and oak The Water-ways { Upper Deck Yellow pine

The Decks Yellow Pine { Lower Deck Red pine State of Spunketing

The Shifts of the Planking are not less than 6 Feet 0 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 Shon between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Red pine and Rock elm

The Ceiling, Lower Hold, and between Decks Red pine Shelf Pieces and Clamps Red pine

Fastenings.—To Hold Beams Ledging knees at Mast Rooms. Dovetailed and Dowelled to Shelf and Spunketing

two screw bolts on each beam end, driven from outside and set up on cast iron plates, and solid iron knee Riders

fitted vertically amidships, diagonally forward and aft and taking two through bolts into floor arms.

Deck Beams Ledging knees at Mast Rooms. Dovetailed and Dowelled to Shelf and Waterway—two screw

bolts of inch at each Beam end as at Hold Beams and 26 pairs of solid iron (vertical) knees.

Number of Breasthooks Shon and 1 Samarac Pointers 2 Hooks Crutches 4 Iron and 1 Samarac

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

Bilge and Limber Strakes are metal bolted through and clenched. Treenails of Samarac How Made Turned

Thickstuff over Double Floors single bolted through and clenched. General Quality of Workmanship Excellent

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

Builder's Signature John Gilmore

Surveyor's Signature Richd. Stoddart

Lloyd's Register Foundation



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .			Fathoms.	Inches.	N <sup>o</sup>
23	Fore Sails,	Chain .....	240	1 3/8	Bower, .....
	Fore Top Sails,	Hempen Stream Cable .....			
	Fore Topmast Stay Sails,	Hawser .....	90	8	Stream, .....
	Main Sails,	Towlines .....	90	6	
	Main Top Sails,	Warp .....	60	4 3/4	Kedge, .....
and		All of <u>good</u> quality.			

Her Standing and Running Rigging is English Manufacture sufficient in size and very good in quality.

She has one Long Boat and one pinnace

The present state of the Windlass is good Capstan's good Rudder good 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	<u>Special Survey</u>
	2nd. When the Beams are put in, &c.	
	3rd. { When completed, and before the } plank be painted or payed }	

This vessel was put in frame in the Spring of 1859 in which state she remained whistled with lime during the whole of the summer. She is built with strong floors with cross chocks connecting the keels of first futtocks. The first and second futtocks amidships are Tamarac crooks, many of which have square headed keels. The frame is diagonally iron plated upon the outside according to Rule 2 b2 with plates 4 x 7/8. Spars crossing each other amidships. The shelves, floor and Spunketting over Hold Beams are properly scarfed and through bolted at timber, and have also a number of additional bolts driven from outside of plating and clenched on the strakes inside. They are also tie bolted together vertically through Beams. The Garboats are tie bolted through keel and each other, in inch square iron every 4 feet apart and 3/4 of the Greenails above Bilges Locust. The Breasthooks and Outches are of iron and disposed of in a manner as to give great strength to the ends of the vessel.

The workmanship throughout is excellent and I consider her very strong and faithfully built ship and eligible to be classed underneath recommended.

The fastenings are of Tellow Metal in Butts, Bilges, Breasthooks, a knee Riders up to Males, and the Strees and Riders are very well fitted and secured and of the following Dimensions.

	Holds	Deck
Number of knees 20 Pairs Knee Riders		24
Length of Beam arms	3-9	3-9
" " Side arms		5-6
Breadth of knees	3 1/4	3
Thickness at angle	4	4
" " Thrust bolts	3 1/2	2 3/4
" " Points	1 1/2	3/4
Size of Thrust bolts	1 1/8	1
" in arms	1	1 1/8
Number of bolts Beam arms	4	4
" " Side arms	9	5
Distance between bolts	19"	

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed A

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

Special ..... £ 20 : 7 : 0

Certificate .... £ : :

Committee's Minute 19 October 1860

Character assigned A 1 for 7 years



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