

No. 686 Survey held at Aberdeen Date 2 of September 1840
on the Schooner Port Fleetwood Master Richard Widder
Tonnage 162 Built at Aberdeen When built September 1840
By whom built Alex. Hall & Co Owners Thomas John Knowlsey
Port belonging to Fleetwood Destined Voyage Newcastle
If Surveyed Afloat or in Dry Dock During the Building & when ready for Sea

Length aloft	Feet. 88	Inches. 2 1/2	Extreme Breadth	Feet. 18	Inches. 7 1/2	Depth of Hold	Feet. 12	Inches. 6 1/2		
Scantlings of Timber.			Thickness of Plank.							
Timber and Space	each	Inches. 12				Outside.	Inches.	Inside.	Inches.	
Floors	sided	10	Moulded	10	9	Keel to Bilge	7	Foot Waling	3	
1 st Foothooks	"	10	"	10	8	Bilge Planks	4 1/4	Bilge Planks	4	
2 nd Ditto	"	9	"	8 1/2	7	Bilge to Wales	5 1/2	Ceiling in Flat	3	
3 rd Ditto	"		"			Wales	4 1/2	Ditto Bilge to Clamp	2 1/2	
Top Timbers	"	8	"	7	4 1/2	Topsides	2 1/4	Hold Beam Clamps	4 1/2	
Deck Beams	N ^o . of 17	8 1/2	"	8 1/2	6	Sheer Strakes	3	Deck Beam Ditto	4	
Hold Beams	N ^o . of 3	10	"	10	7	Plank Sheers	3	Ceiling 'twixt Decks	2	
Keel	"	10 1/2	"	10 1/2	14 1/2	Water-Ways	6	Hold Beam Shelves	—	
Kelsons	"	10 1/2	"	10 1/2	16	Upper Deck	2 3/4	Deck Beam Ditto	4 1/2	
Copper.			Size of Bolts in Fastenings.							
Heel-Knee, and Dead Wood abaft	Inches. 1		Copper.			Inches.	Iron.			
Scarphs of Keel	N ^o . 8	3/4	Bolts thro' the Bilge and Foot Waling			3/4	Hold Beam			7/8
Floor Timber Bolts	1		Butt End Bolts			5/8	Deck Beam			3/4
Kelson ditto	1		Lower Pintle of the Rudder			2 3/4				
Transoms and throats of Hooks	1									
Arms of Hooks	3/4									

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is close to 2 Inches. The Space between the Top-timbers is 2 3/4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are apparently free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 3 feet 8 inches N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Good. The Frame is well squared from the first Foothook Heads upwards, and Sound free from sap, and from thence downwards, the frame is well squared. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/2 of the entire moulding at that place. The Frame is close chocked with a Butt at each end of the chock. The Main Kelson is composed of English Oak and the False Kelson of English Oak. The Scarphs of the Kelsons are not less than Five feet — inches. The Deck and Hold Beams are composed of English Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of English Birch & Elm. From the first Foothook Heads to the Light Water Mark of English Oak. From the Light Water Mark to the Wales of English Oak. The Wales and Black-strakes are of English Oak. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of English Oak. The Water-ways of English Oak. The Decks of Yellow Pine. State of Good yellow Pine. The Shifts of the Planking are not less than Five 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 Regular 3 between

Planking Inside.—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak. The Ceiling, Lower Hold, of English Oak Between Decks of English Oak. Shelf Pieces of English Oak Clamps of English Oak.

Fastenings.—To Hold Beams Double Iron Knees. Deck Beams Double wood knees & stringers, & two diagonal iron knees on each side. Number of Breasthooks Four Pointers One Pair Crutches One. Butts End Bolts are of Copper in the Bottom, and One Bolt in each Butt End through and clenched. Bilge and Footwaling Securely bolted through and clenched. General Quality of Workmanship Sound and good through.

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

Builder's Name

Surveyor's Name

Her masts and yards all good

686 ABN

Baltic Spar,

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 .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	180	Chain	1 1/4	2	Bower, ^{but 2nd & 3rd} 9 - 1 - 0 - 8 - 2 - 0
1	Fore Top Sails,	—	Hempen Stream Cable		1	Stream, 1 - 0 - 12 -
2	Fore Topmast Stay Sails,	100	Hawser	5 1/2	1	Kedge, 2 - 0 - 0
1	Main Sails,	80	Towlines	7		
—	Main Top Sails,	120	Warp	4 1/2		
and the other sails			All of <u>Good</u> quality.			

Her Standing and Running Rigging ^{good & well found 55 of making chain} is well fitted sufficient in size and Good in quality.

She has One Calender built Long Boat and One Calender Built Jolly boat Good

By Jack Robinson the Patent Patent Windlass is Good Capstan Good and Rudder Good

General Remarks—Statement and Date of Repairs.

Frame good in quality well wrought and shifted. The spacing equal to the Rules, the Scantling much larger than the Rules require, well squared, would work full squared entirely free from Sap if reduced to the scale.

The quality of Planking throughout both outside and inside is of the very best materials, all properly shifted and free from Sap or defect, Greenais of English Oak,

The fastenings are all as good as they can be firmly fitted and securely bolted and clenched; both planking and fastenings fully equal to 12 A.

Her appearance is firm and Substantial
Surveyed by me during the Building & when ready for Sea,

Please to send me a certificate of Classification
and debt me with the 5/

If Sheathed, Doubled, Felted, or Coppered Sheathed with copper When last done September 1840
with Paper under,

I am of opinion this Vessel should be Classed 12 A1,

The Amount of the Fee.....£ 2 : 0 : 0 is received by me, Wm. H. H. H.
Special£ 0 : 5 : 0

Committee's Minute 8th Septe 1840

Character assigned A 1 for 12 Years



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Foundation