

No. 1316 Survey held at Aberdeen Date 27 October 1848
on the Barque Ariel Master G. Collicie
Tonnage 3 7/4 Built at Aberdeen When built Launched 12 October 1848
By whom built Messrs A Duthie & Co Owners A Anderson & others
Port belonging to Aberdeen Destined Voyage uncertain
If Surveyed Afloat or in Dry Dock While Building

Length aloft <u>for N.M.</u>	Feet. Inches. <u>122 7/10</u>	Extreme Breadth <u>N.M.</u>	Feet. Inches. <u>21 1/10</u>	Depth of Hold	Feet. Inches. <u>16 7/10</u>
Scantlings of Timber.		Thickness of Plank.			
Room and Space	Inches. <u>25</u>	Inches. Middle <u>11</u>	Inches. Ends <u>10</u>	Outside	
Floors.....	sided <u>9 1/2</u>	Moulded <u>11</u>	<u>10</u>	Keel to Bilge	Inches. <u>3 1/2</u>
1st Foothooks.....	<u>9 1/2 to 10 1/2</u>	"	"	Bilge Planks	<u>3 1/2</u>
2nd Ditto.....	<u>9 1/2</u>	"	"	Bilge to Wales.....	<u>3 1/2</u>
3rd Ditto.....	<u>9 1/2 to 8 1/2</u>	"	<u>6 1/2</u>	Wales	<u>3</u>
Top Timbers	"	"	"	Topsides	<u>3</u>
Deck Beams N° <u>20</u> Average Space <u>3 F. 11 up</u>	<u>9 1/2</u>	"	<u>9 1/2</u>	Sheer Strakes	<u>3 1/2</u>
Hold Beams N° <u>12</u> Average Space <u>as per rule</u>	<u>9 1/2</u>	"	<u>8 1/2</u>	Plank Sheers.....	<u>3 1/2</u>
Keel	<u>11</u>	"	<u>10</u>	Water-Ways	<u>6</u>
Kelsons	<u>12 1/2</u>	"	<u>12 1/2</u>	Upper Deck	<u>3</u>
Copper or Iron.		Copper or Iron.		Iron.	
Heel-Knee, and Dead Wood abaft <u>4" M. 1 1/2</u>	<u>1 1/2</u>	Bolts thro' the Bilge and Limber Strakes....	<u>1 1/2</u>	Hold Beam	<u>1 1/2</u>
Scarp of Keel.....	<u>4" M. N° 8</u>	Butt End Bolts	<u>1 1/2</u>	Deck Beam	<u>1 1/2</u>
Floor Timber Bolts	<u>4" M. 1 1/2</u>	Lower Pintle of the Rudder ...	<u>Comp.</u>		
Kelson ditto	<u>4" M. 1 1/2</u>				
Transoms and throats of Hooks	<u>4" M. 1 1/2</u>				
Arms of Hooks	<u>4" M. 1 1/2</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 to 2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British Oak and are free from all defects. Timber.
The Floors and first Foothooks are composed of British & Stettin Oak
The other Foothooks and Top Timbers of British Oak
The Shifts of the first and second Foothooks are not less than 3 F. 10 up. N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are 3 F. 11 up
The Frame is well squared from the first Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is well squared
The entire Frames are each bolted together. to Gunwall N. B. If not, state how bolted.
The Butts of the Timbers are close together; their thickness not less than 2 1/2 in of the entire moulding at that place.
The Frame is cross chocked with a Butt at each end of the chock.
The Main Kelson is composed of Mahogany & Stettin Oak and the False Kelson of Stettin Oak
The Scarphs of the Kelsons are not less than 6 feet 10 inches. Rider 4 ft
The Deck and Hold Beams are composed of British Oak & Mahogany
Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Rock elm
From the first Foothook Heads to the Light Water Mark of American & Stettin Oak
From the Light Water Mark to the Wales of go
The Wales and Black-strakes are of Mahogany The Topsides of Mahogany
The Sheer-strakes and Plank-sheers of Mahogany & Brit Oak The Water-ways of Red & Pitch Pine
The Decks of Quebec Yellow Pine State of Good
The Shifts of the Planking are not less than 5 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.
Planking Inside.—The Limber-strakes are composed of American & Dantz Oak the Bilge Planks of Am & Stett Oak
The Ceiling, Lower Hold, of Am & Dantz Oak Between Decks of Dantz Oak
Shelf Pieces of Am & Dantz Oak Clamps of American & Dantz Oak
Fastenings.—To Hold Beams Staple Iron Knees between beams & one for bolt down thro shelf & beam
Deck Beams dovetailed them in down into shelf & one dowel into each end with one iron bolt thro waterway beam & shelf & one 3/4 in thro Beam & Shelf also 11 pair Drag Iron Knees
Number of Breasthooks 4 of Iron iron Pointers one pair aft Crutches one of Iron
Butts End Bolts are of Steel Metal in the Bottom, and one Bolt in each Butt End through and clenched.
Bilge and Limber Strakes as per rule bolted through and clenched. Treennails of Dantz in flat & Brit Oak
General Quality of Workmanship Very Good

We certify that the preceding is a correct description of the above-named Vessel,
Builder's Signature _____ Surveyor's Signature Thomas Alexander
C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.

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

1316. ABN.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.				
N ^o .		Fathoms.		Inches.	N ^o .	cut-gr lb	cut-gr lb	cut-gr lb	
2	Fore Sails,	200	Chain	1 1/4	3	Bower,	16.0.0	15.1.26	12.2.0
2	Fore Top Sails,	60	Stream	1 3/16					
2	Fore Topmast Stay Sails,	90	Hempen Stream Cable	8 1/2	1	Stream,	4.3.24		
			or Towline						
2	Fore Topmast Stay Sails,	90	Hawser	6 1/2	2	Kedge,	3.1.6	1.3	24
1	Main Sails,		Towlines						
2	Main Top Sails,	90	Warp	5 1/2					
		90		4 1/2					
and others to form a			All of <u>Good</u> quality.						
full double sail - with few exceptions									

Her Standing and Running Rigging is complete sufficient in size and superior in quality.

She has One 21 ft Long Boat and Solby boat 19 ft Giz 20 ft

The present state of the Windlass is Good much Capstan Good and Rudder Good
fitted with purchase

General Remarks—Statement and Date of Repairs.

This is a very superior vessel in materials & workmanship frame particularly well squared. of superior quality & the entire materials of Hull well seasoned.

Is formed with (so termed) Clipper bow is square sterned framed with transoms & has a raised Quarter Deck about 3 ft in Height - Beams all properly stanchioned &c

Bower Cables are certified to be tested to 27 Tons & marked agreeable to Rule Section 73

Surveyed specially while under Construction

If Sheathed, Doubled, Felted, or Coppered Yellow Metal

When last done October 1848

I am of opinion this Vessel should be Classed 9 A

The Amount of the Fee Class 3 £ 4 : 0 : 0 is received by me,

Thomas Alexander

Special £ 15 : 15 : 0

Certificate (if required) £ 10 : 0 : 0

Committee's Minute 31st Oct^r 1848

Character assigned A 1 per 9



© 2021

Lloyd's Register
Foundation