

No. 1363 Survey held at Aberdeen Date 14th May 1849
on the Ship Benjamin Elkin Master J M Crath
Tonnage 425 Built at Aberdeen When built Launched 10 May 1849
By whom built A Hall & Co Owners Joseph Baandus & Co
Port belonging to Liverpool Destined Voyage New South Wales
If Surveyed Afloat or in Dry Dock while building

| | | | | | |
|--|--------------------------|-----------------|--|---------------|--|
| Length aloft | Feet. 136 1/2 Inches. | Extreme Breadth | Feet. 23 1/2 Inches. | Depth of Hold | Feet. 16 1/2 Inches. |
| Scantlings of Timber. | | | Thickness of Plank. | | |
| Room and Space | 26 | Inches. | Outside. | Inches. | Inside. |
| Floors.....sided | 10 | Moulded | Garb Strake 10 1/2 cross bolted | 3 3/4 | Limber Strakes 3 1/2 |
| 1 st Foothooks.....av | 10 | " | Keel to Bilge | 4 1/2 | Bilge Planks 3 1/2 over Sh Floor 4 1/2 |
| 2 nd Ditto.....av | 9 1/2 | " | Bilge Planks | 4 1/2 | Bilge Planks 3 1/2 |
| 3 rd Ditto.....av | 9 | " | Bilge to Wales | 3 3/4 | Ceiling in Flat 3 |
| Top Timbers | 9 | " | Wales | 6 | Ditto Bilge to Clamp 3 |
| Deck Beams N ^o 18 Average Space 4 ft apart | 9 1/2 | " | Topsides | 3 | Hold Beam Clamps 4 1/2 |
| Hold Beams N ^o 18 Average Space as annexed | 11 | " | Sheer Strakes 2 1/2 | 4 | Deck Beam Ditto |
| Keel | 12 1/2 | " | Plank Sheers | 3 1/2 | Ceiling 'twixt Decks 2 1/2 |
| Kelsons | 12 1/2 | " | Water-Ways | 5 | Hold Beam Shelves 4 1/2 |
| | 12 1/2 | " | Upper Deck | 3 1/2 | Deck Beam Ditto 4 1/2 |
| | 12 1/2 | " | | 3 | |
| Size of Bolts in Fastenings, distinguishing whether | | | Iron. | | |
| Copper or Iron. | | | Copper or Iron. | | |
| Heel-Knee, and Dead Wood abaft | 3/4 | " | Bolts thro' the Bilge and Limber Strakes | 3/4 | Hold Beam 1/2 |
| Scarphs of Keel | 3/4 | " | Butt End Bolts | 3/4 | Deck Beam 1/2 |
| Floor Timber Bolts | 1 | " | Lower Pintle of the Rudder | 3/4 | |
| Kelson ditto | 1 | " | | | |
| Transoms and throats of Hooks | 1 1/2 | " | | | |
| Arms of Hooks | 1 | " | | | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 to 3 1/2 Inches. The Space between the Top-timbers is 3 1/2 to 4 1/2 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 Oak

The other Foothooks and Top Timbers of British Oak

The Shifts of the first and second Foothooks are not less than 4 ft up N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 ft 9 in upward

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

The alternate 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 up 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 African & B^h Oak and the False Kelson of Dantzic Oak

The Scarphs of the Kelsons are not less than 6 feet inches Rider 3 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 Rock elm & Am^o oak

From the first Foothook Heads to the Light Water Mark of Am^o & Dantzic Oak

From the Light Water Mark to the Wales of British & African Oak & Mahogany

The Wales and Black-strakes are of Mahogany & Brit^h Oak The Topsides of Mahog^o & Brit^h Oak

The Sheer-strakes and Plank-sheers of 3 1/2 5 1/2 The Water-ways of Brit^h & Afric^o & Mahog^o in 2nd Deck

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.

The Planking is wrought Three between one between then 4 ft two between then 4 ft generally except in one case

Planking Inside.—The Limber-strakes are composed of American Oak the Bilge Planks of Amer^o Oak

The Ceiling, Lower Hold, of American Oak Between Decks of American Oak

Shelf Pieces of American Oak Clamps of 5 1/2 5 1/2

Fastenings.—To Hold Beams one dowel each end & two 7/8 bolts down into shelf & staple Led 3 Iron Pins to Cabin sole beams double Led 3 Pins of Brit^h Oak

Deck Beams 1 pair Short Diag^o pieces of Brit^h Oak each beam end cross bolted thro beam — One dowel into shelf each beam end

also 1 pair diag^o Iron Pins 2 spaces forward double & one single Led 3 Pins of 1 3/4 in

Number of Breasthooks 6 Iron & 2 B^h Oak Pointers 2 pair Crutches one of Iron

Butts End Bolts are of Yell^o Metal in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes as stated bolted through and clenched. Treenails of British Oak

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 Thomas Alexander

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

1263 ABN

| She has SAILS. | | | CABLES, &c. | | ANCHORS, and their weights. | | | |
|------------------|----------------------------------|----------|------------------------------------|---------|-----------------------------|------------|------------|------|
| N ^o . | | Fathoms. | | Inches. | N ^o . | cut- | cut-gp lb. | cut- |
| 2 | Fore Sails, | 240 | Chain | 1 1/4 | 3 | Bower, 17 | 16.3.26 | 15 |
| 2 | Fore Top Sails, | 100 | Hemp Stream Cable | 7/8 | 1 | Stream, 8 | cut | |
| 2 | Fore Topmast Stay Sails, | 90 | Hawser | 5 1/2 | 2 | Kedges - 3 | cut 2 1/2 | |
| 2 | Main Sails, | 80 | Towlines | 8 1/2 | | | | |
| 2 | Main Top Sails, | 90 | Warp | 4 1/2 | | | | |
| | and others to form a double suit | 90 | All of <u>Good</u> quality. | 3 1/2 | | | | |

Her Standing and Running Rigging are complete sufficient in size and Good in quality.

She has One 23 ft Long Boat and Cutter 23 ft Solly Boat 16 ft Gig 26 ft

The present state of the Windlass is Good ~~Capstan~~ Good and Rudder Good
filled with purchase. double much

General Remarks—Statement and Date of Repairs.

This is a well finished vessel of good materials & workmanship also particularly well fastened. Has a flared out Clipper bow with full figure head & round stern formed without transoms - timbers being caulked all round. & secured with Hooks as fore end of vessel also Quar Deck about 3 ft in height

Sheathed with Muntz's Metal No 24 26 & 28 oz plain over bottom - plank to 10 ft forward and 11 ft aft

Bower chains have been carefully tested to 27 tons each & marked agreeable to rule section 73-

Between long & short floor heads there is one through bolt in each timber carried beyond the limits of the rules & in addition the Limber strake has one through bolt in each frame driven through Part^l strake also beyond the limit of Rule. the above fastening may not be according to the strict letter of the Rule for Ridge bolting but is according to the precedent allowed in the case of the Peruvian & on that account has not been insisted upon

Surveyed specially while under construction -

Copper fastened in bottom throughout to top of Lower deck Beams

If Sheathed, Doubled, Felted, or Coppered Yellow Metal When last done May 1849

I am of opinion this Vessel should be Classed 10 A1

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

Special£ 18 : 7 : 0

Certificate (if required)£, " : 10 : "
£ 22 - 17 -

Committee's Minute 18th May 1849

Character assigned A1 for 10 years



© 2021

Lloyd's Register
Foundation