

held at Aberdeen Date 15th February 1853
on the Granite City Master W Leask
Tonnage 897 Built at Aberdeen When built Launched 11 January 1853
By whom built Messrs Hood & Co Owners Henry Adamson & others
Port belonging to Aberdeen Destined Voyage China
If Surveyed Afloat or in Dry Dock while building

Length aloft	169	Feet. Inches.	Extreme Breadth	28 8/10	Feet. Inches.	Depth of Hold	20 3/10	Feet. Inches.
Scantlings of Timber.				Thickness of Plank.				
Room and Space	30 3/4	Inches.	Moulded	15 12	Inches.	Outside.	Inches.	Inside.
Floors	13 1/2	Inches.	Keel to Bilge	7 to 4	Inches.	Limber Strakes	14 1/2	5
1st Foothooks	12 3/4 to 14 1/2	Inches.	Bilge Planks	5 to 4 1/2	Inches.	Bilge Planks	4 1/2	5
2nd Ditto	12 to 13	Inches.	Bilge to Wales	5 to 4 1/2	Inches.	Ceiling in Flat	3 1/2	3 1/2
3rd Ditto	10 3/4 to 11 3/4	Inches.	Wales	8 1/2 to 5 1/2	Inches.	Ditto Bilge to Clamp	3 1/2	3 1/2
Top Timbers	9 1/2 to 10 1/4	Inches.	Topsides	4 to 4	Inches.	Hold Beam Clamps		
Deck Beams N° 23	4 ft 4 to 5 ft 11	Average Space	11 7	Inches.	Sheer Strakes	2 1/2 to 4 1/2	Deck Beam Ditto	
Hold Beams N° 21	one to each D Beam	Average Space	12 1/2 to 13 1/2	Inches.	Plank Sheers	4 to 4	Ceiling 'twixt Decks	3 to 10
Keel	15	Inches.	Water-Ways	7 to 7	Inches.	Hold Beam Shelves	4 to 10	4
Kelsons	15	Inches.	Upper Deck	5 to 3 1/2	Inches.	Deck Beam Ditto	3 1/2 to 4	3 1/2

Copper or Iron.		Copper or Iron.	
Heel-Knee, and Dead Wood abaft	Iron	Bolts thro' the Bilge and Limber Strakes	Iron
Scarp of Keel	Iron	Butt End Bolts	Iron
Floor Timber Bolts	Iron	Lower Pintle of the Rudder	Composition
Kelson ditto	Iron		
Transoms and throats of Hooks	Iron		
Arms of Hooks	Iron		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is close Inches. The Space between the Top-timbers is 4 to 6 Inches. The Stem, Stern Post, are composed of British Oak and are free from all defects. Knight Heads, Hawse Timbers, of British Oak and are free from all defects. The Floors and first Foothooks are composed of Foreign White & British Oak Timber. The other Foothooks and Top Timbers of British Oak. The Shifts of the first and second Foothooks are not less than 4 ft 8 in upwards N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are well squared from the first Foothook Heads upwards, and well 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 3 in of the entire moulding at that place. The Frame is cross chocked with o Butt at each end of the chock. except on hull of first Foothooks Short Top Limber but scarphed over 2 footlock heads. The Main Kelson is composed of Foreign White Oak and the False Kelson of Foreign White Oak. The Scarphs of the Kelsons are not less than 6 feet in inches. Ruler 6 feet Keel 6 feet. The Deck and Hold Beams are composed of British Oak (1 Mahog) & 2 Iron Bars. 13 Internal depth the Plank is composed of American Elm & Foreign White Oak. From the first Foothook Heads to the Light Water Mark of Foreign White & British Oak. From the Light Water Mark to the Wales of Foreign White & British Oak. The Wales and Black-strakes are of Iron Bark Teak Mahog & Bond Oak. The Topsides of Mahog & British Oak. The Sheer-strakes and Plank-sheers of Teak Mahog & British Oak. The Water-ways of Mahog Poop Red Pine. The Decks of Quebec Yellow Pine State of Good. The Shifts of the Planking are not less than 5 Feet up 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 the Bilge Planks of Foreign White Oak. The Limber-strakes are composed of Foreign White Oak. Between Decks of Foreign White Oak. The Ceiling, Lower Hold, of Foreign White Oak. Clamps of Foreign White Oak. Shelf Pieces of Foreign White Oak.

Fastenings.—To Hold Beams Staple Lead Iron Nails 11 pair Hang Iron Nails (8 pair with Rulers 1 pair Rulers without Nails) 11 pair Staple Standard in Turst decks Double Lead 3 Nails of Bond Oak to Cabin Sole Beams & 2 pair Hang Iron Nails Deck Beams Double Lead 3 Short Nails of Bond Oak Blamends & Nails clenched to Shelf 2 nuthead 1 bolt each 1st end into Shelf 17 pair Hang Iron Nails (1 being Staple Standard) Quarter Deck Beams double Lead 3 Nails & 5 pair Hang Iron Nails Number of Breasthooks 5 forward & 4 abaft Pointers one Crutches one Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of Strongy Bark. General Quality of Workmanship Good.

We certify that the preceding is a correct description of the above-named Vessel, Surveyor's Signature Thomas Alexander

Builder's Signature _____

Her Masts, Yards, &c. are in Good condition, and sufficient in size and length. 1549 ABN

She has SAILS.			CABLES, &c.		ANCHORS, &c.		
N ^o .		Fathoms.		Inches.	N ^o .		Porters
2	Fore Sails,	120	Chain	1 1/2	3	Bower,	27-1.0 23-0.20 18-1.5
2	Fore Top Sails,	90	Hempen Stream Cable	1 1/2	1	Stream,	8-1.0
2	Fore Topmast Stay Sails,	90	Hawser	1 1/2	2	Kedge,	4 2 4 3-0-8
1	Main Sails,	90	Towlines	10			
2	Main Top Sails,	90	Warp	6			
and other requisite sails to form a Double end			All of <u>Best</u> quality.				

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

She has One 26 1/2 Long Boat and 2 Quarter Boats 30 & 25 ft 1 Skiff 22 ft

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

General Remarks—Statement and Date of Repairs.

This is a well bound Good vessel formed with flared stem & bow is square sterned with raised Quarter deck height of main rail - stern filled in (without transoms) abaft after Cant frame secured internally with hooks well through fastened & clenched inside.
Has been built under cover in accordance with the stipulated periods and rule section 52
Bower chains are certified to have been tested to 48 32 & 36 tons respectively sheathed with Yellow Metal Nos 28 26 & 24 oz over part felt to 18 ft forward & 18 1/2 feet abaft

If sheathed, doubled, Felted, or Coppered Yellow Metal over felt & p TB When last done 1853

I am of opinion this Vessel should be Classed 10 A1

The Amount of the Fee.....£ 5 : 0 : 0 is received by me, Thomas Alexander

Special£

Certificate (if required)£

Committee's Minute 18th July 1853

Character assigned A 1 m 10 Aug