

No. 1703, Survey held at Aberdeen Date 1st Survey June 19 1850  
on the Brig Regent Master Andrew Milne  
Tonnage Old 230 Built at Aberdeen When built 1856 Launched 1858  
By whom built Messrs Guthrie & Co Owners John Forbes  
Port belonging to Stonehaven Destined Voyage Archangel  
If Surveyed while Building, Afloat, or in Dry Dock While Building

		Feet.	Inches.			Feet.	Inches.			Feet.	Inches.
Length aloft .....		103	4	Extreme Breadth Outside .....		22	7	Depth of Hold .....		13	6
<b>Scantlings of Timber.</b>				<b>Thickness of Plank.</b>							
				<b>Outside.</b>				<b>Inside.</b>			
				<b>INCHES.</b>				<b>INCHES.</b>			
				<b>In Ship.</b>				<b>In Ship.</b>			
				<b>Required</b>				<b>Required</b>			
				<b>per Rule</b>				<b>per Rule.</b>			
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Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.				Copper or Iron Inches in Ship.				Inches required per Rule.			
Heel-Knee, and Deadwood abaft	1 1/2	1		1 1/2	1			Hold Beam Bolts in	7/8	3/4	
Scarphs of Keel	1	3/4		1 1/2	3/4			Waterway ..			
Keelson Bolts through Keel at each Floor	1 1/2	7/8		3/4	1 1/8			Shelf or Clamp	7/8	3/4	
Bolts through Heels of Timbers against Deadwood	3/4			3/4	1 1/8			Waterway ..			
Transoms and throats of Hooks	1	7/8		3/4	1 1/8			Deck Beam Bolts in	7/8	3/4	
Arms of Hooks	1 1/2	3/4		3/4	1 1/8			Knees ..	7/8	3/4	
Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	3/4	1 1/8		1 1/2	3/4			Shelf or Clamp	7/8	3/4	
Butt End Bolts	1 1/2	3/4		1 1/2	3/4			Nails or Bolts in Flat of Deck	6		
Pintles of the Rudder	2 1/2	2 1/4		2 1/2	2 1/4			Treenails ..	1 1/4	1 1/2	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 3 Inches. The Space between the Top-Timbers is 3-4 Inches.

The Floors consist of Baltic Oak. The First Foothooks of Baltic Oak. Timber.

The Second Foothooks of British Oak. The Third Foothooks and Top Timbers of Baltic Oak.

The Shifts of the First and Second Foothooks are not less than three feet B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are the same.

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

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

The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. The Main piece of Rudder is Baltic Oak.

The Main Keelson is Pitch pine or Baltic Oak and is free from all defects. The Main piece of Windlass is Baltic Oak.

The Stem, and Stern Post, consist of British Oak. The Transoms, Aprons, Knight Heads, and

Hawse Timbers of Baltic Oak. Deadwood, of Baltic Oak and are well free from all defects.

The Deck and Hold Beams consist of Baltic Oak and Mahogany. The Breasthooks of Iron or Baltic Oak. The Knees of Baltic Oak or Iron.

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

From the above named Height to the Light Water Mark Consists of Baltic Oak & Cambré Elm.

From the Light Water Mark to the Wales Consists of Baltic Oak.

The Wales and Black-strakes are East India Teak. The Topsides Mahogany & Teak.

The Sheer-strakes and Plank-sheers Mahogany & Baltic Oak. The Water-ways { Upper Deck Red pine

The Decks Consists of Yellow pine. Lower Deck Cambré Oak.

The Shifts of the Planking are not less than five Feet Inches. State of Material Good.

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, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Baltic & Cambré Oak.

The Ceiling, Lower Hold, and between Decks Cambré Oak. Shelf Pieces and Clamps Cambré & Baltic Oak.

Fastenings.—To Hold Beams One Jell's patent binder, a pair of Baltic Oak

Securing Ropes & a pair of Iron hanging Ropes, well bolted with 7/8 & 3/4 Yellow Metal in each & 1/2 Iron in throats.

Deck Beams One secured with Jell's patent binder, Baltic Oak ledgin

Ropes & a pair of Iron hanging Ropes, well bolted & clenched

Number of Breasthooks Five Pointers Iron Required Crutches 2 Iron.

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 Baltic Oak How Made Turned.

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

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

Builder's Signature Surveyor's Signature



Her Masts, Yards, &c. are in Good condition, and sufficient in size and length. 1703 abn

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .				Fathoms. Inches.		N <sup>o</sup> .	Weight.
one full Sail Complete and all new	Fore Sails,	Chain .....	100	10	Bower, .....	2	12,0.7
	Fore Top Sails,	Hempen Stream Cable .....					9.1.17
	Fore Topmast Stay Sails,	Hawser .....	60	5 1/2	Stream, .....	1	3.2.17
	Main Sails,	Towlines .....	55	0			
	Main Top Sails,	Warp .....	70	4 1/2	Kedge, .....	1	1.0.26
		All of <u>Good</u> quality.	90	3			

Her Standing and Running Rigging all new sufficient in size and Good in quality.

She has One Long Boat and one other,

The present state of the Windlass is Good Capstan new Rudder Good Pumps 2 metal 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>October 26<sup>th</sup> 1855,</u>
	2nd. When the Beams are put in, &c.	<u>December 13<sup>th</sup></u>
	3rd. { When completed, and before the plank be painted or payed }	<u>May 17<sup>th</sup> 1856,</u>

This Vessel is well built of good & sound Material for the nine years grade, Her metal fastenings consists of Iron, except the bidge & butt bolts, & those in the corners of Hooks, Grutchies & knees, which consists of Yellow metal up to the wales. The bidge & thick strokes over the short & long floor beam chocks are thorough bolted & clenched, in accordance with Rule Sect 4 b, The Elm used in deck woods does not extend above the height of 2 feet from the rabbet of the keel, or three inch cum Elm plank is worked on the top of keel, which part of the back rabbet is taken out off. She has a raised quarter Deck, length 25 feet, & 3 feet 3 in high from the main Deck, fether with 32 B<sup>st</sup> Oak clamps, well bolted through & clenched, 5 Beams of B<sup>st</sup> Oak & mahogany 12 feet 7 in & moulded 8, secured with B<sup>st</sup> Oak Toggling knees & 2 pair of Iron hanging knees, well bolted with 3/4 & 7/8 Iron. She has a good windlass, fitted with patent purchase, a double winch, & all other necessary fittings for her destined voyage.

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

If Sheathed, Doubled, Felted, or Coppered None When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed G, A, 1,

The Amount of the Fee.....£ 2 : - : - is received by me,

Special .....£ : :

Certificate ....£ - : 2 : 6,

Committee's Minute 20<sup>th</sup> June 1856  
22<sup>nd</sup> July

Character assigned 4 for 9 Years

*Wm. Hallis*