

No. 1760, Survey held at Aberdeen, Date Last Survey June 12 1857  
on the Ship George Washington Master Wm Copeland,  
Tonnage Old 309, Built at Aberdeen, When built 1857, Launched 1857  
By whom built John Wright, Owners John Wright,  
Port belonging to Aberdeen, Destined Voyage London,  
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	147		Feet.		Inches.		Extreme Breadth Outside		27		Feet.		Inches.		Depth of Hold		16		4	
Scantlings of Timber.																				
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Thickness of Plank.																				
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Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

Heel-Knee, and Deadwood abaft		Copper or Iron	Inches	Transoms and throats of Hooks		Copper or Iron	Inches	Hold Beam Bolts in		Waterway		Copper or Iron	Inches
Scarp of Keel		Inches in Ship.	required per Rule	Arms of Hooks		Inches in Ship.	required per Rule	Shelf or Clamp		Knees		Inches in Ship.	required per Rule
Keelson Bolts through Keel at each Floor		1 1/4	13/16	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors		1 1/4	13/16	Deck Beam Bolts in		Waterway		15/16	15/16
Bolts through Heels of Timbers against Deadwood		1 1/2	1 1/2	Butt End Bolts		1 1/2	1 1/2	Nails or Bolts in Flat of Deck		Knees		7/8	7/8
		7/8	-	Pintles of the Rudder		3/4	3/4	Treenails		Shelf or Clamp		1 1/2	1 1/2
						3	2 3/4						

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.

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

The Second Foothooks of Baltic Oak & Samarrae, The Third Foothooks and Top Timbers of Baltic Oak & Samarrae

The Shifts of the First and Second Foothooks are not less than 3 feet 10 in. N. 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 Good

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 American Oak and is free from all defects. The Main piece of Windlass is Amst Oak.

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

Hawse Timbers of Baltic Oak & Samarrae Deadwood, of Amst Oak, are well free from all defects.

The Deck and Hold Beams consist of Baltic Oak & Samarrae, The Breasthooks of Iron The Knees of Iron.

**Planking Outside.**—From the Keel to the Height defined in Note to Table A, the Plank is Amst Oak & Oak.

From the above named Height to the Light Water Mark Consists of Samarrae & Baltic pine.

From the Light Water Mark to the Wales Consists of Samarrae & Sarch.

The Wales and Black-strakes are Baltic Oak & Samarrae The Topsides Samarrae.

The Sheer-strakes and Plank-sheers Baltic Oak, The Water-ways { Upper Deck Samarrae

The Decks Consists of Yellow pine { Lower Deck none.

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

or partial, and if partial, in what part of the Ship. N. B. If less than prescribed by the Rule, state whether general

The Planking is wrought three between, and without step-butting.

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

The Ceiling, Lower Hold, and between Decks Baltic pine & Samarrae Shelf Pieces and Clamps Baltic pine & Samarrae

**Fastenings.**—To Hold Beams one 12 pair of Iron Piece Riders, well bolted & clenched.

Deck Beams are secured with 24 pair of Iron Seagins knees & 14 pair of Iron Staple Standards, well bolted & clenched.

Number of Breasthooks four Pointers none required Crutches two Iron.

Butts End Bolts are of 1/2 inch & 3/4 inch in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes 1/2 inch metal bolted through and clenched. Treenails of Baltic Oak & Samarrae How Made Curved

Thickstuff over Double Floors 1/4 inch 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



1760 abn  
Her Masts, Yards, &c. are in Good condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N <sup>o</sup> .		Fathoms.	Inches.		N <sup>o</sup> .	Weight.
	Fore Sails,	Chain .....	240	1 3/8	Bower, .....	3 22-1-14
	Fore Top Sails,	Hempen Stream Cable .....				22-1-13
<i>one suit</i>	Fore Topmast Stay Sails,	Hawser .....	90	6	Stream, .....	22-1-10
<i>complete</i>	Main Sails,	Towlines .....	90	9		7-0-16
<i>some spare</i>	Main Top Sails,	Warp .....	90	8	Kedge, .....	2 4-0-7
	and all new,	All of <u>Good</u> quality.	90	4		3-3-10

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

She has One Long Boat and two others,

The present state of the Windlass is Good Capstan new Rudder Good Pumps 2 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 October 22<sup>nd</sup> 1856,  
2nd. When the Beams are put in, &c. December, 1856,  
3rd. { When completed, and before the plank be painted or payed } April 4<sup>th</sup> 1857,

This Vessel has been built under special survey, the material she is composed of is sound & good for the seven years grade, Her metal fastenings consist of Iron all above the Hold beam shelf & below yellow metal exclusive of the middle line fastenings, which of Iron. She is built with a round stern, flush deck, full poop & fore-castle, the masted length measured being three fifths of the entire length of the upper deck. The sheerstrakes & plank sheers are 3 in. Tan & Bk Oak. Beams Bk & am Oak and Birch. Clamps 4 in. Tamarac, all well bolted & secured with Iron hanging knees, the outside & inside planking is 2 1/2 in. Bk pine & Tamarac. The decks 2 in. yellow pine. The Elm cleat woods does not exceed above the height of two feet from the rabbet of the keel. The thick garboard strakes are horizontally bolted through the keel & each other with 7/8 in. Iron. The bidge & thick strakes over the short floor head checks are through bolted & clenched agreeable to rule Sec 39 & 40.

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 A-1,

The Amount of the Fee.....£ 5: - : - is received by me,

Special .....£ 10: 14: -

Certificate ....£ - : - : -

Committee's Minute 19<sup>th</sup> June 1857

Character assigned A-1 for 7 years



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Lloyd's Register  
Foundation