

No. 1768 Survey held at Aberdeen Date Last Survey July 1857
on the Ship "Britt" Merchant Master John Cargill
Tonnage Old 1016 Built at Aberdeen When built 1838 Launched 1837
By whom built Messrs J Guthrie & Co Owners John Guthrie & Co
Port belonging to Aberdeen Destined Voyage Not known
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
104	2	34	2	21	3			
Thickness of Plank.								
Scantlings of Timber.			Outside.			Inside.		
Timber and Space	Inches.	Required per Rule	Inches.	Required per Rule	Inches.	Inches.	Required per Rule	Inches.
Floors	13 1/2	13	13 1/2	13 1/2	13	Garboard Strakes	12	4 1/4
1st Foothooks	12 1/2	12 1/2	13	13	12 1/2	Garboard to Bilge	4 1/2	8 1/2
2nd Ditto	11 1/2	11 1/2	12	12	11 1/2	Bilge Planks	5 1/2	4 1/4
3rd Ditto	10 1/2	10 1/2	10	10	10 1/2	Bilge to Wales	5 1/2	8 1/2
Top Timbers	10 1/2	10 1/2	10	10	10 1/2	Wales	6	8 1/2
Deck Beams	11	9 3/4	10 1/2	10 1/2	9 3/4	Topsides	4 3/4	5 1/2
Deck Beams, length amidships	32					Sheer Strakes	4 3/4	4 1/4
Hold Beams	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	Plank Sheers	none	
Hold Beams, length amidships	32					Water - Upper Deck	13	9
Keel	15	15	15 1/2	15 1/2	15	Ways - Lower Deck	13	
Scarp of Ditto	0 1/2	7 1/2	18	14	16	Upper Deck	4	
Keelsons	16	16	18	14	16			
Scarp of Ditto	0 1/2	7 1/2						

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 1/2 Inches. The Space between the Top-Timbers is 5 1/2 Inches.
The Floors consist of British Oak The First Foothooks of British Oak Timber.
The Second Foothooks of British Oak The Third Foothooks and Top Timbers of British Oak.
The Shifts of the First and Second Foothooks are not less than 4 feet 6, to 5 feet, 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 British Oak.
The Main Keelson is pitch pine and is free from all defects. The Main piece of Windlass is British Oak.
The Stem, and Stern Post, consist of British Oak The Transoms, Aprons, Knight Heads, and Hawse Timbers of British Oak. Deadwood, of any kind of Oak and are well free from all defects.

The Deck and Hold Beams consist of British Oak & Michigan The Breasthooks of Iron The Knees of Iron.
Planking Outside.—From the Keel to the Height defined in Note to Table A, or to the First Foothook Heads, the Plank is any kind of Oak.
From the above named Height to the Light Water Mark Consists of British Oak & pitch pine.
From the Light Water Mark to the Wales Consists of British Oak & pitch pine.
The Wales and Black-strakes are East India Teak. The Topsides pitch pine.
The Sheer-strakes and Plank-sheers East India Teak. The Water-ways { Upper Deck pitch pine Lower Deck do do }
The Decks Consists of yellow pine State of Material Good.

The Shifts of the Planking are not less than five 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, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are British & American Oak.
The Ceiling, Lower Hold, and between Decks pitch pine Shelf Pieces and Clamps pitch pine.

Fastenings.—To Hold Beams one 30 pair of Iron Staple Securing Pieces & 46 pair of Iron Knee Braces extending down to King floor beam well bolted & clenched.
Deck Beams are secured with 32 pair of Iron Staple Securing Pieces & 22 pair of Iron Knee Braces, well bolted & clenched.
Number of Breasthooks five Pointers none required Crutches five 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 1 1/4 bolted through and clenched. Treenails of British & American How Made any kind.
Thickstuff over Double Floors 1 1/4 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 _____

ABN4 - 0018

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

1768 Abn

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
	Fore Sails,	Chain	300 12 1/2	Bower, <u>Two iron muzz. pat.</u>	3 29-0-4
	Fore Top Sails,	Hempen Stream Cable	-		21-1-18
	Fore Topmast Stay Sails,	Hawser	90 9	Stream,	30-2-2
	Main Sails,	Towlines	90 10		1 12-1-17
	Main Top Sails,	Warp	90 6	Kedge,	2 6-1-7
	and <u>all new</u>	All of <u>Good</u> quality.	100 4		3-0-17

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

She has One Long Boat and Three others.

The present state of the Windlass is Good Capstan Good 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	<u>February 1st 1856,</u>
	2nd. When the Beams are put in, &c.	<u>September 8th</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>March 30th / 57,</u>

This Vessel has been built under a permanent water tight roof in accordance with rule Sect 32, The material they composed of is sound & good for the nine years grade. She is also fastened with yellow metal to the entire exclusion of Iron bolts or nails, agreeable to rule Sect 46, with the exception of some Iron bolts driven horizontally through the garboard strakes & keel, which Mr. Tuthill, on the 17th of Dec^r 56 had permission from the Committee to allow them to remain in providing a sufficient number of yellow metal bolts was also introduced which has been done. The keel layed Oct^r 22nd / 53 Frame complete Feb^r 8th / 56 & launched. May 23rd / 57 15 pair of diagonal plates fitted inside the frames 4th by 5th extending from upper deck clump down to long floor heads bolted through the timbers only with 7th Iron. She has a full poop & forecastle the widest lengths not exceeding 3rd of the length of upper deck. She has strakes of poop & forecastle 3rd East India Teak. The remainder of planking 2nd & 3rd Black & pitch pine. Beams 18th Oak & mahogany sided 8th & 6th 4th 2nd moulded, well secured with Iron bolting & hanging lines, bolted with 3rd & 7th yellow metal. The Elm deadwood does not extend above the height of 2 feet from the rabbet of the keel. The Bilge & thick strakes down to the short floor head chocks are through bolted agreeable to rule Sect 39 & 46, a 6 inch ann^r Elm plank is worked on top of the keel which forms part of the back rabbet for the thick garboard strake, which is horizontally bolted through each other.

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

If Sheathed, Doubled, Felted, or Coppered None at present When last done

I am of opinion this Vessel should be Classed M, A, S.

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

Special£ : :

Certificate£ : 5 : -

Committee's Minute 4th August 1857

Character assigned A for 11 years



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