

No. 1948 Survey held at Aberdeen Date 3rd Aug 1860
on the Brig Waterlily, Master John Phie,
Tonnage Old 265 Built at Aberdeen, When built 1860 Launched July 1860
By whom built Wm Guthrie Jun^r Owners Robt Anderson & Co
Port belonging to Aberdeen, Destined Voyage Cape of good Hope
Surveyed while Building, Afloat, or in Dry Dock While Building 1948

Length aloft			Extreme Breadth Outside			Depth of Hold		
117			23			14		
Feet.			Inches.			Feet.		
IN SHIP.			REQUIRED PER RULE.			Thickness of Plank.		
Scautlings of Timber.			Outside.			Inside.		
TIMBER AND SPACE			In Ship.			In Ship.		
Floors	8x9	9	7 3/4	7 3/4	7 3/4	Limber Strakes	3 1/4	3 1/4
1 st Foothooks	8 1/2 x 9	8 1/2	7 3/4	7 3/4	7 3/4	Bilge Planks	3 1/4	3 1/4
2 nd Ditto	7 1/2 x 8	8	7	7	7	Ceiling in Flat	3 1/4	3 1/4
3 rd Ditto	7 1/2 x 7	7	6 1/2	6 1/2	6 1/2	Ditto Bilge to Clamp	2 1/2	2 1/4
Top Timbers	8 1/2 x 7 1/2	7 1/2	7 3/4	7 3/4	7 3/4	Hold Beam Clamps	4 1/2	3 1/4
Deck { N ^o 21 Average Space	4 feet 7 1/2	8	7 3/4	7 3/4	7 3/4	Deck Beam Ditto	4	3 1/4
Beams	8 feet 10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	Ceiling 'twixt Decks	2 1/2	2
Deck Beams, length amidships	21.6	-	-	-	-	Hold Beam Shelves	none	-
Hold { N ^o 7 Average Space	8 feet 10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	Deck Beam Ditto	none	-
Beams	21.6	-	-	-	-			
Hold Beams, length amidships	21.6	-	-	-	-			
Keel	11 1/2	13	13	10 3/4	10 3/4			
Scarphs of Ditto	60	-	-	57	-			
Keelsons	12 1/2	13	8 1/2	11 1/4	11 1/4			
Scarphs of Ditto	72	-	-	63	-			

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

	Copper or Iron. Inches in Ship.	Inches required per Rule		Copper or Iron. Inches in Ship.	Inches required per Rule		Copper or Iron. Inches in Ship.	Inches required per Rule
Heel-Knee, and Deadwood abaft	12/16	1	Transoms and throats of Hooks ..	1	12/16	Hold Beam Bolts in	Waterway ..	
Scarphs of Keel.....N°. 8	14/16	12/16	Arms of Hooks	14/16	13/16	Knees	Shelf or Clamp	14/16
Keelson Bolts through Keel at	1	14/16	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors }	12/16	11/16			
each Floor				Butt End Bolts	10/16	10/16	Knees	Shelf or Clamp
Bolts through Heels of Timbers	12/16	-	Pintles of the Rudder		2 1/2	2 1/4		
against Deadwood							TreenailsInches	1 1/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3x4 Inches. The Space between the Top-Timbers is 4x6 Inches.

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

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 3 feet 6, 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 Greenheart.

The Main Keelson is Pitch pine, and is free from all defects. The Main piece of Windlass is Iron.

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

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

The Deck and Hold Beams consist of Blk Oak, Seal & Granite, 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 Sun^d Elm & Oak, or to the First Foothook Heads

From the above named Height to the Light Water Mark Consists of pitch pine,

From the Light Water Mark to the Wales Pitch pine & Baltic Oak,

The Wales and Black-strakes are Pitch pine, The Topsides Pitch pine.

The Sheer-strakes and Plank-sheers Pitch pine & Baltic Oak, The Water-ways { Upper Deck pitch pine

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-buttling.

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

The Ceiling, Lower Hold, and between Decks Blk Oak & pitch pine Shelf Pieces and Clamps Pitch pine.

Fastenings.—To Hold Beams One staple Ledgeing brace to each Beam end, & 7 pair of three riders, all through bolted & clenched.

Deck Beams Secured with Iron staple Ledgeing braces to each beam end & 2 pair of staple standards & 6 pair of hanging lines, & 8

Number of Breasthooks Three, Pointers none required Crutches One.

Butts End Bolts are one in each Butt end through and clenched. See other survey

Bilge and Limber Strakes Blk Oak bolted through and clenched. Treenails of Blk Oak. How Made Sunk

Thickstuff over Double Floors 1 1/2 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

1948 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 ^o .			Fathoms. Inches.	N ^o .	Weight.
	Fore Sails,	Chain	18 1 1/2	Bower,	3 11-6-1
	Fore Top Sails,	Hempen Stream Cable			12-8-12
	Fore Topmast Stay Sails,	Hawser	75 5 1/2	Stream,	1 11-2-23
	Main Sails,	Towlines	75 7 1/2		
	Main Top Sails,	Warp	75 3 1/2	Kedge,	1 2-1-14
	and all new,	All of <u>good</u> quality.			

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 Iron 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	<u>December 15th 1859</u>
	2nd. When the Beams are put in, &c.	<u>March, 29th 1860</u>
	3rd. { When completed, and before the plank be painted or payed	<u>July 3rd 1861</u>

This Vessel has been built under Special Survey, of good & sound material for the nine years grade. She has a round Stern & flush Deck. The gunboard strakes are horizontally bolted through the keel & each other, & clenched. The Elm deadwood does not extend above the height of two feet from the rabbet of the keel. The bilge & thick strakes inside down to the lower part of the short floor head cheeks are through bolted & clenched in accordance with rule Sect 39, and each butt of the outside planking is fastened with two bolts one through & clenched in accordance with rule Sect 46. The bolt fastenings from keel to hold beam clamps consists of yellow metal. The remainder are all of Iron, including the middle line fastenings. The windlass consists wholly of Iron, Brown & 4" patent. She has also a double winch, & all other necessary fittings for her destined voyage. The caulking where seen is in good condition. But the owner objects to prices being cut out of the bottom, to prove the efficiency of the same.

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

If Sheathed, Doubled, Felted, or Coppered Yellow metal & felt. When last done 1860.

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

The Amount of the Fee.....£ 3 : - : - is received by me,

Special£ 10 : 10 : -

Certificate£ - : - : -

Committee's Minute 1st August 1860

Character assigned 1 for 9 years

W. H. Wallis