

No. 2189 Survey held at Aberdeen Date May 1st 1819
 on the Ship John Christie, Master J. Christie.
 Old Tonnage Built at Aberdeen When built 1814 Launched Oct 1st 1814.
 New Tonnage 1031 By whom built J. Christie, Glasgow Co^o Owners R. Christie, Sons & Co^o
 Port belonging to Aberdeen Destined Voyage Australia.

If Surveyed while Building, Afloat, or in Dry Dock Under Special Survey

Scantlings of Timber.	Feet.		Inches.		Extreme Breadth Outside		Feet.		Inches.		Depth of Hold		Feet.		Inches.	
	Sided.	Moulded.	IN SHIP.	Required per Rule.	Sided.	Middle.	Ends.	In Ship.	Required per Rule.	Thickness of Plank.	In Ship.	Required per Rule.	In Ship.	Required per Rule.	In Ship.	Required per Rule.
TIMBER AND SPACE.	33	-	32 3/4	-	-	-	-	34	8	21 11	Limber Strakes	5 1/2	5 1/4	Limber Strakes	5 1/2	5 1/4
Floors.	33 1/4	14	14 1/4	13 1/4	13 1/4	13 1/4	13 1/4	42 5/6	4 1/4	Bilge Planks	5 1/2	5 1/4	Bilge Planks	5 1/2	5 1/4	
1 st Foothooks.	13 1/4	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	42 5/6	4 1/4	Ceiling in Flat	5 1/2	5 1/4	Ceiling in Flat	5 1/2	5 1/4	
2 nd Ditto.	13 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	42 5/6	4 1/4	Ditto Bilge to Clamp	3 1/2	4 1/4	Ditto Bilge to Clamp	3 1/2	4 1/4	
3 rd Ditto.	3 1/2	9 1/2	9 1/2	11 1/2	9 1/2	9 1/2	9 1/2	Wales	1 1/2	Hold Beam Clamps	3 1/2	4 1/2	Hold Beam Clamps	3 1/2	4 1/2	
Top Timbers.	3 1/2	9 1/2	9 1/2	11 1/2	9 1/2	9 1/2	9 1/2	Topsides	4 1/2	Deck Beam Ditto	4	3 1/2	Deck Beam Ditto	4	3 1/2	
Deck Beams, length amidships.	32 1/4	-	-	-	-	-	-	Sheer Strakes	4 1/2	Ceiling 'twixt Decks	2 1/2	2 3/4	Ceiling 'twixt Decks	2 1/2	2 3/4	
Hold Beams, length amidships.	32 1/4	10 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	Plank Sheers	4	Hold Beam Shelves	2 1/2	-	Hold Beam Shelves	2 1/2	-	
Keel.	15 1/4	17	19	15 1/4	15 1/4	15 1/4	15 1/4	Waterways Upper Deck	12	Deck Beam Ditto	3 1/2	-	Deck Beam Ditto	3 1/2	-	
Scarps of Ditto.	8 1	-	-	7 1/2	-	-	-	Waterways Lower Deck	8 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Keelsons.	17	10	17	11 1/2	11 1/2	11 1/2	11 1/2	Ditto, faying surface against Timbers	8	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Scarps of Ditto.	9 1/4	-	-	9 1/4	-	-	-	Upper Deck	4	4	4	4	4	4	4	4

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

Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam Bolts in	Waterway	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	1 1/2	-	1 1/2	-	-	Transoms and throats of Hooks	1 1/2	-	1 1/2	-
Scarps of Keel, N ^o .	1 1/2	-	1 1/2	-	-	Arms of Hooks	1 1/2	-	1 1/2	-
Keelson Bolts through Keel at each Floor	1 1/2	-	1 1/2	-	-	Thro' Bilge & Limber Strakes	1 1/2	-	1 1/2	-
Bolts thro' Heels of Timbers against Deadwood	1	-	1	-	-	Thickstuff over Double Floors	1 1/2	-	1 1/2	-
						Butt End Bolts	1 1/2	-	1 1/2	-
						Pintles of the Rudder	3 1/2	-	3 1/2	-
							Nails or Bolts in Flat of Deck	-	-	-
							Treenails	1 1/2	-	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 1/4 Inches. The Space between the Top-Timbers is 0 Inches.

The Floors consist of Baltic Oak, 9 The First Foothooks of Baltic Oak, 9

The Second Foothooks of Baltic Oak, 12 The Third Foothooks and Top Timbers of Baltic Oak, 12

The Shifts of the First and Second Foothooks are not less than 4 feet 11. 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 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 Butt at each end of the chock. The Main piece of Rudder of Windlass is Green Oak.

The Keel is well made. The Main Keelson is Greenheart 12 and is free from all defects.

The Stem, and Stern Post of Baltic Oak of Depth 14 The Transoms, Knight Heads, Haws Timbers, Deadwood, Baltic Oak, Greenheart and are well free from all defects.

and Aprons of Baltic Oak, 12

The Deck and Hold Beams of Teak & Greenheart The Breasthooks of Teak, The Knees of Teak.

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is 1 1/2 Inchs of Oak, or to the First Foothook Heads.

From the above named Height to the Light Water Mark Baltic Oak, 12

From the Light Water Mark to the Wales Baltic Oak, 9

The Wales and Black-strokes are East India Teak, The Topsides & Sheer-strokes Teak, 14

The Spirketting and Plank-sheers Teak, 14 The Water-ways { Upper Deck Greenheart

The Decks Yellow pine, State of Material good.

The Shifts of the Planking are not less than six 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-strokes and Bilge-strokes are Green Oak, 9 when butted.

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

Astenings.—To Hold Beams, Green Maple Lathing Noses to each beam, 26

14 pair of Nails, rivets through bolted & clenched,

deck Beams secured with Green Maple Lathing Noses to each beam,

4 pair of Maple Standard & 19 pair of hanging Noses all

through bolted & clenched.

Number of Breasthooks Nine Pointers Required Crutches Four, through and clenched.

Butt End Bolts are of Yellow Metal in the Bottom two Bolts in each Butt End How Made Four, through and clenched.

Bilge and Limber Strakes of 1 1/2" bolted through and clenched. Treenails of Baltic Oak, 9 when butted.

Thickstuff over Double Floors of 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 J. Christie, Junr.

Surveyor's Signature

ABN 50070

Joyce's Register Foundation

2189 Abo
Her Masts, Yards, &c. are in Good condition, and sufficient in size and length.

She has SAILS.

No.
Fore Sails,
Fore Top Sails,
Fore Topmast Stay Sails,
Main Sails,
Main Top Sails,
and all New

Her Standing and Running Rigging

all New

CABLES, &c.

	Imperial	Pathoms.	Inches.
Chain	Feet 10 1/2 in 53 ft 2 in	3110	10 1/4
Hempen Stream Cable	70	1 1/2	190
Hawser	90	8	
Towlines	90	10 1/2	
Warp	90	6	
All of good quality.	90	4	

ANCHORS, and their weights

No.	Weight
3	31. 2.
3110-23	
26.	-
1	12. 2. 81

Her Standing and Running Rigging

all New

sufficient in size and

good.

in quality.

She has

one Long Boat and

But 5 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
2nd. When the Beams are put in, &c.
3rd. { When completed, and before the plank be painted or payed

Jan 10 1804,

July 11 1804

Sept 12 1804

This Vessel is well built of good sound material for the time of her grade, under a permanent water tight roof in accordance with rule Sect 52, for an additional period of one year, Steel hord, Augt 14 1803 - She is fastened with Crimbls, & yellow Metal bolts to the outside extension of Iron Mails & bolts, in accordance with rule Sect 46, for an additional period of another year. She has a full prop & top gallant forecastle built in accordance with rule Sect 37-38 & 44. - The starboard staterooms are horizontally bolted through the rail and each other. The starboard - 14 pair of diagonal plates fitted & bolted inside the frame timbers 5 inches by 8 feet apart in accordance with rule Sect 39. - A pair of sister beams of green heart 12 by 12, fitted over the joints of the starboard heads, through bolted in every other port timber & lashed, The bilge & thick staterooms over the short floor head choicer, are through bolted & lashed in accordance with rule Sect 39. - The Cauking has been inspected at sundry times during its progress, and satisfactory, where seen. The builders & owners object to having pieces cut out of the planking to prove the same. - The main & fore mast, are of iron, the plates 1/8 thick & 9 feet wide to 10 feet long, with 4 inches lap over each other, double riveted with 3/4" rivets, - Well made by the Aberdeen Iron Works Barfett.

Present condition of Caulking of Bottom,

good Deck, good and Waterways

If Sheathed, Doubled, Felted, or Coppered

Py W. Metal off Gall When last done

I am of opinion this Vessel should be Clasped

11. A. 1

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

Special £ 51. 11. -

Certificate £ 5. - : -

Total Recd £ 56. 11. -

Committee's Minute 18 November 1804

Character assigned A 1 for 11 Years

W.W.

W.W.