

Rev 5/8/16 2359

No. 2359 Survey held at Aberdeen, Date August 2<sup>nd</sup> 18<sup>17</sup>  
 on the Br. Flying Queen, Master W. Stephenson  
 Tonnage under tonnage deck 249 Built at Aberdeen, When built 1817 Launched July 1817  
 Ditto of poop or spar deck. By whom built Humphreys & Co. Owners W. Sanderson  
 Total tonnage 249 Port belonging to Aberdeen, Destined Voyage Martico.

If Surveyed while Building, Afloat, or in Dry Dock While Building,

Length as per section 39 ..	Feet.		Inches.		Extreme Breadth Outside IN SHIP. Sided.	Feet.		Inches.		Depth of Hold .....	Feet.		Inches.		Number of Decks
	Middle.	Ends.	Middle.	Ends.		In Ship.	Required Rule.	INCHES.	Required Rule.		In Ship.	Required per Rule.	INCHES.	Required Rule.	
<b>Scantlings of Timber.</b>															
TIMBER AND SPACE	25 <sup>1</sup> / <sub>2</sub>	-	21 <sup>1</sup> / <sub>2</sub>	-	Garboard Strakes ..	5	2 <sup>3</sup> / <sub>4</sub>	Dimensions of Ship per Register, length 119 breadth 24 <sup>1</sup> / <sub>2</sub> depth 14 <sup>1</sup> / <sub>2</sub>	Dimensions of Ship per Register, length 119 breadth 24 <sup>1</sup> / <sub>2</sub> depth 14 <sup>1</sup> / <sub>2</sub>						
Floors	111	111	111	111	Garboard to Bilge ..	3	2 <sup>3</sup> / <sub>4</sub>								
1 <sup>st</sup> Foothooks	81 <sup>9</sup>	9	9	7	Bilge Planks .....	3 <sup>3</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>4</sub>								
2 <sup>nd</sup> Ditto	9	8	8	7	Bilge to Wales .....	3 <sup>1</sup> / <sub>2</sub> 4	2 <sup>3</sup> / <sub>4</sub>								
3 <sup>rd</sup> Ditto	3 <sup>1</sup> / <sub>2</sub>	7	7	6 <sup>1</sup> / <sub>2</sub>	Wales .....	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>								
Top Timbers	8 <sup>1</sup> / <sub>2</sub>	7	7	6 <sup>1</sup> / <sub>2</sub>	Topsides .....	3 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>								
Deck Beams, length amidships	22 <sup>1</sup> / <sub>2</sub>	-	-	-	Sheer Strakes .....	3 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>								
Hold Beams, length amidships	11 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	Plank Sheers .....	3	2 <sup>3</sup> / <sub>4</sub>								
Keel	11	114	114	114	Water-Upper Deck	9	-								
Scarps of Ditto	111	-	-	-	Ways Lower Deck	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>								
Keelsons	12	13	13	11 <sup>1</sup> / <sub>2</sub>	Ditto, faying surface against Timbers .....	6	6								
Scarps of Ditto	63	-	-	63	Upper Deck .....	3	2 <sup>1</sup> / <sub>2</sub>								

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

Copper or YM. in Ship.	Iron in Ship.	Inches required per rule	Copper or YM. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam	Waterway ..	Copper or YM. in Ship.	Iron in Ship.	Inches required per Rule	
Heel-Knee, & Deadw'd abaft	1 <sup>1</sup> / <sub>2</sub>	1	Transoms and throats of Hooks	7/8	7/8	Knees .....	3 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>			
Scarps of Keel, N°.	7	3 <sup>1</sup> / <sub>2</sub>	Arms of Hooks .....	3/4	3/4	Shelf or Clamp	3/4	-	-	-	3/4
Keelson Bolts through Keel at each Floor .....	1	1 <sup>1</sup> / <sub>2</sub>	Thro' Bilge & Limber Strakes	11/16	11/16	Waterway ..	3/4	-	-	-	3/4
Bolts thro' Heels of Timbers against Deadwood .....	3/4	11/16	Thickstuff over Double Floors	11/16	11/16	Knees .....	3/4	3/4	3/4	3/4	11/16
			Butt End Bolts	11/16	11/16	Shelf or Clamp	3/4	3/4	3/4	3/4	11/16
			Short Bolts in Ceiling	5	5	Nails or Bolts in Flat of Deck	-	5 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>	11/16
			Pintles of the Rudder	2 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>	Treenails ... Inches	1 <sup>1</sup> / <sub>2</sub>	-	-	-	11/16

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 3<sup>1</sup>/<sub>2</sub> Inches. The Space between the Top-Timbers is 4<sup>1</sup>/<sub>2</sub> Inches.

The Floors consist of Baltic Oak & Black Birch. The First Foothooks of Baltic Oak, 9

The Second Foothooks of Pitchpine & Jarts. The Third Foothooks and Top Timbers of Larch, 8

The Shifts of the First and Second Foothooks are not less than 3 feet 6<sup>1</sup>/<sub>2</sub>.

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 First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is fair.

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 4<sup>1</sup>/<sub>2</sub> of the entire moulding at that place.

The Frame is well chocked with 2 Butt at each end of the chock. The Main piece of Rudder is Baltic Oak of Windlass is 11<sup>1</sup>/<sub>2</sub>

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

The Stem, and Stern Post of Baltic Oak, 8 The Transoms, Knight Heads, Hawse Timbers,  
and Aprons of Baltic Oak & Jarts, Deadwood, Baltic Oak & Birch, and are well free from all defects.

The Deck and Hold Beams of Jarts, The Breasthooks of Irons The Knees of Irons

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

From the above named Height to the Light Water Mark Teak pine, 9

From the Light Water Mark to the Wales Teak pine, & Pannarac, 9

The Wales and Black-strokes are Pannarac, 9 The Topsides & Sheer-strokes Pine & Baltic Oak, 9

The Spirketting and Plank-sheers Baltic Oak & Jarts, The Water-ways { Upper Deck Pine & Teak pine  
Lower Deck Pine & Teak pine

The Decks Yellow pine 12 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-strokes and Bilge-strokes are Teak pine, 8

The Ceiling, Lower Hold, and between Decks Teak pine, 8 Shelf Pieces and Clamps Baltic Oak 11<sup>1</sup>/<sub>2</sub>

**Fastenings.**—To Hold Beams are Iron Maple Sodging Nails to each Beam, & pair of three Nails through bolted & clenched

Deck Beams Second to the Iron Maple Sodging Nails to each Beam, & pair of hawser Nails to 2 pair of staple standards all through bolted & clenched

Number of Breasthooks Three Pointers none required Crutches Three  
Butt End Bolts are of Yellow Metal in the Bottom, two Bolts in each Butt End one through and cleated, one hard faced, 12  
Bilge and Limber Strakes 11<sup>1</sup>/<sub>2</sub> bolted through and clenched. Treenails of Baltic Oak How Made plumbeous  
Thickstuff over Double Floors 11<sup>1</sup>/<sub>2</sub> 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 John Humphrey & C.

Surveyor's Signature John Stephenson

ABN 5 0238

Lloyd's Register Foundation

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

No.	She has SAILS.	CABLES, &c.		Fathoms.	Size.	Tested to, as per Certificate.	ANCHORS, &c.		No.	Weight. Ex. Stock.	Tested to, as per Certificate.
		Chain	Hempen Stream Cable				Cognomen,	Bower,			
	Fore Sails,	180	1 1/8	82 3/4 fms					3	11 lbs	13 lbs
	Fore Top Sails,	40	3 1/2							11 lbs	13 lbs
	Fore Topmast Stay Sails,	30	5 1/2							8.2.10	10.17
	Main Sails,	80	8								
	Main Top Sails,	90	4 1/2						1	4.3.1.	7
	and all Mew.	All of good quality.								1	3.6.1.

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 good

Order for Special Survey ~~not under~~ No. \_\_\_\_\_ Date Special

DATES of Surveys held while building, as per Section 35.

Order for Ordinary Survey, — — —

No. \_\_\_\_\_ Date \_\_\_\_\_

- 1st. When the Frame is completed April 13<sup>th</sup> 1807  
 2nd. When the Beams are put in, &c. May 15<sup>th</sup> 1807  
 3rd. { When completed, and before the plank be painted or payed July 9<sup>th</sup> 1807

General Remarks

This Vessel is well built of good & sound material for the seven years grade, The Garboard strakes are horizontally bolted through the keel & each other, planched, — in pair of diagonal plates fitted & bolted inside the frames 18 by 4, eight feet apart in accordance with Rule Sect 39. — The Bilge & thick strakes over the short floor head stocks are straight bolted & planched in accordance with Rule Sect 39. — The birch floors are placed in the midship bays not extending beyond one half the length of the vessel. — The Caulking has been inspected summary since during the progress & all proved satisfactory, — Anchors & Chains passed at Sunderland Public Chain & Anchor proving their soundness, and at the Moor Chain, & anchor port Shore, Certificate signed John Thompson, and H. J. Hartness Surveyor dated May 8<sup>th</sup> 1807 & June 15<sup>th</sup> 1807 Makers R. Wright & Son, —

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

If Sheathed, Doubled, Felted, or Coppered Pell-mell When last done 1807

I am of opinion this Vessel should be Clasped J. A. L.

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

*Aug 1<sup>st</sup> 1807* Special ..... £ 2 : 2 : - Number of surveys while building four times.

Certificate ..... £ 5 : -

Total now £ 5 : 9 : - Committee's Minute 6<sup>th</sup> August 1807

Character assigned A 1 for J. L. & Co.



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Foundation