

Length as per section 39 ..		Feet.	Inches.	Extreme Breadth Outside			Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks <i>one</i>
Length of Keel		88					21	9	10	6		
		83										
Scantlings of Timber.				IN SHIP.			REQUIRED PER RULE.					
				Sided.	Moulded.		Sided.	Moulded.				
				Middle.	Ends.		Middle.	Ends.				
TIMBER AND SPACE				21	-	-	19	-	-			
Floors. <i>Starboard</i>				8, 9	8 1/2	8 1/2	6 1/2	11 1/2	6 1/2			
1st Foothooks				7 1/2	8	7 1/2	6 1/2	11 1/2	6 1/2			
2nd Ditto				7 1/2	8	7	6	11	6			
3rd Ditto				7 1/2	8	7	6	11	6			
Top Timbers				7 1/2	8	7	6	11	6			
Deck } No. 12 Average } 4 feet 8, 9 8 8 7 1/2 7 1/2 7 1/2												
Beams }												
Deck Beams, length amidships 20 ft				-	-	-	-	-	-			
Hold } No. --- Average } <i>none required</i>												
Beams }												
Hold Beams, length amidships				-	-	-	-	-	-			
Keel				10 1/2	14	18	9	9	9			
Scarphs of Ditto				70	-	-	57	-	-			
Keelsons				11	13	18	10	10	10			
Scarphs of Ditto				72	-	-	57	-	-			
Outside Plank.				INCHES.								
				In Ship.	Required per Rule.							
Garboard Strakes ..				3	2 1/4							
Garboard to Bilge ..				2 3/4	3 1/4							
Bilge Planks				3	2 1/4							
Bilge to Wales				3 1/4	2 1/4							
Wales				4 1/4	3 1/2							
Topsides				3 1/4	2 3/4							
Sheer Strakes				3	2 1/2							
Plank Sheers				3	2 1/4							
Water-Upper Deck				7 1/2	-							
Ways } Lower Deck <i>none required</i>												
Ditto, faying surface against Timbers ..				4 1/2	4 1/2							
Upper Deck				2 1/2	2 2							
Dimensions of Ship per Register,												
Inside Plank.				INCHES.								
				In Ship.	Required per Rule.							
Lumber Strakes ...				4	2 3/4							
Bilge Planks				3 1/4	2 3/4							
Ceiling in Flat				3 1/4	2 3/4							
Ditto Bilge to Clamp				2 1/2	1 3/4							
Hold Beam Clamps ..				3 1/2	-							
Deck Beam Ditto ..				2 1/2	2 1/4							
Ceiling 'twixt Decks				2 1/2	1 3/4							
Hold Beam Shelves ..				<i>none</i>	-							
Deck Beam Ditto ..				-	-							

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 Inches. The Space between the Top-Timbers is 3x5 Inches. The Floors consist of Baltic Oak. The First Foothooks of Baltic Oak. The Second Foothooks of Baltic Oak. The Third Foothooks and Top Timbers of Baltic Oak. The Shifts of the First and Second Foothooks are not less than 3 feet 8. 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 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 a Butt at each end of the chock. The Main piece of Rudder is Bt Oak of Windlass is Balt Oak. The Keel is same as above The Main Keelson is same as above and one free from all defects. The Stem, and Stern Post of Baltic Oak. The Transoms, Knight Heads, Hawse Timbers, and Aprons of Baltic Oak. Deadwood, Balt Oak ^{2 feet from rabbet of keel} and one free from all defects. The Deck and Hold Beams of Balt Oak. The Breasthooks of Iron. The Knees Balt Oak one.

Deck Beams *Secured with Bolt & Oak, & Iron Staple Lodging*
Arrows, and a pair of three riders through bolted and
clenched,

Number of Breasthooks *Two* Pointers *2 pair* Traps *one* Crutches *one* Near

Butt End Bolts are of *Iron* in the Bottom. *two* Bolts in each Butt End *one* through and clenched.

Bilge and Limber Strakes *1 1/2* bolted through and clenched. Treenails of *Bolt & Oak* How Made *plained*

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 *Wm. Robinson* Surveyor's Signature *Wm. Halliday*

ABNS 0253.1

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

aberddeen

Common

She has SAILS.

CABLES, &c.

Fathoms.

Inches.

Test as per Certificate.

In. req'd per Rule.

Test req'd per Rule.

ANCHORS, &c.

N^o.

Weight.

Test as per Certificate.

Weight req'd per Rule.

Test req'd per Rule.

Fore Sails,

Chain

165

15 1/2

15 1/2

15 1/2

11 1/2

Bowers

2

8.5

8.5

8.5

8.5

Fore Top Sails,

Chain

45

9 1/4

9 1/4

9 1/4

9 1/4

Stream

1

2.0.2

1.3.1

1.3.1

1.3.1

Fore Topmast Stay Sails,

Hempen Stream Cable

70

3

3

3

3

Stream

1

2.0.2

1.3.1

1.3.1

1.3.1

Main Sails,

Hawser

70

7

5 1/2

5 1/2

5 1/2

Stream

1

2.0.2

1.3.1

1.3.1

1.3.1

Main Top Sails,

Towlines

70

3 1/2

3

3

3

Kedges

1

1.0.0

1.0.0

1.0.0

1.0.0

and all new

All of good quality.

2

2

2

2

2

Kedges

1

1.0.0

1.0.0

1.0.0

1.0.0

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,

No. 222 Date Sept 12th 1867

DATES of Surveys

held while building,

as per Section 35.

1st. When the Frame is completed Aug 9th 1867

2nd. When the Beams are put in, &c. Sept 3rd 1867

3rd. { When completed; and before the plank be painted or payed } Sept 24th 1867

Order for Ordinary Survey,

No. _____ Date _____

General Remarks

This Vessel is well built of good and sound material for the seven years trade, and fastened with Greenails, Yellow Metal, and galvanized Iron bolts & nails in accordance with rule Sect 46, for an additional period of one year. She has a raised quarter deck, built in accordance with rule Sect 38, - Eight pair of diagonal plates fitted & bolted outside the frame timbers 3 1/2 by 7 1/4, 8 feet apart in accordance with rule Sect 39, - The Bilge & thick strakes over the short floor head cheeks are through bolted & clenched in accordance with rule Sect 39, - The windlass is well fitted with patent purchase a double winch is also fitted & all other necessary for the custom voyage. The Caulking tried in various parts of the Ship & all proved in good condition. Anchors & Chains tested at Staffordshire Public Chain & Anchor, Proving House Mather & Son, Certificates signed, M. R. Procter, Supt dated Oct 3rd, 5th & 9th 1867. Makers, Jones & Lloyd.

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 B, A, A,

The Amount of the Fee.....£ 2 : - : - is received by me, Wm. Halliday

Special£ 4 : 2 : - Total recd with Expenses £ 13 : 10 : -

Certificate£ - : - : - Number of Surveys while Building Five

Committee's Minute 29th October 1867

Character assigned A 1 for 8 Years



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