

Aberdeen

No. 2413 Survey held at Garnonville, Date July 29th
on the H.M.S. Victory, Master John Merton 1813

Tonnage under tonnage deck 243. Built at Garnonville When built 1813 Launched July 1813

Ditto of poor poor spar deck 9. By whom built William Fawcett Owners J. Duncane Esq. 1772

Total tonnage 252. Port belonging to Garnonville Destined Voyage Baltic.

Scantlings of Timber.	Extreme Breadth Outside						Depth of Hold	Number of Decks	
	IN SHIP.		REQUIRED PER RULE.		INCHES.			In Ship	Required Rule.
	Sided.	Middle.	Ends.	Sided.	Middle.	Ends.			
Timber and Space	24	-	-	23	-	-	94 9	14 6	6
Floors	11 11 11	11	9 1/2	9 1/2	9 1/2	9 1/2	(Depth from limber-strokes to under side of lower deck beam)	7 1/2	6
1 st Foothooks	9 1/2 11	9 1/2	8 1/2	8 1/2	8 1/2	8 1/2			
2 nd Ditto	9 1/2 11 10	8	7 1/2	7 1/2	7 1/2	7 1/2			
3 rd Ditto	8 1/2 9 7 1/2	7 1/2	7	7	7	7			
Top Timbers	8 1/2 9 7 1/2	7 1/2	7	7	7	7			
Deck Beams, length amidships	2 1/2	1 1/2	-	-	-	-			
Hold Beams, length amidships	2 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2			
Keel	12	15	15	11 1/2	11 1/2	11 1/2			
Scarps of Ditto	8 1/2	-	-	-	-	-			
Kelsons	11 1/2	12	12 1/2	12 1/2	12 1/2	12 1/2			
Scarps of Ditto	8 1/2	-	-	-	-	-			

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	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	-	1 1/2	Transoms and throats of Hooks	-	1 1/2	Hold Beam Bolts in	Waterway ..	3 1/2
Scarps of Keel, N°.	8	1 1/2	Arms of Hooks	-	1 1/2	Knees	3 1/2	3 1/2
Kelson Bolts through Keel at each Floor	1	1 1/2	Thro' Bilge & Limber Strakes	3 1/2	-	Shelf or Clamp	3 1/2	3 1/2
Bolts thro' Heels of Timbers against Deadwood	3 1/2	3 1/2	Thickstuff over Double Floors	3 1/2	3 1/2	Deck Beam Bolts in	Waterway ..	3 1/2
			Butt End Bolts	1 1/2	1 1/2	Knees	3 1/2	3 1/2
			Pintles of the Rudder	2 1/2	2 1/2	Shelf or Clamp	3 1/2	3 1/2
						Nails or Bolts in Flat of Deck	1 1/2	1 1/2
						Treenails	1 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 3x5 Inches.

The Floors consist of Baltic Oak. The First Foothooks of Baltic Oak & Sycamore.

The Second Foothooks of Baltic Oak & Sycamore. The Third Foothooks and Top Timbers of Baltic Oak & Sycamore.

The Shifts of the First and Second Foothooks are not less than 3 feet 9 inches. 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 squared from First Foothook Heads upwards, and squared free from sap, and from thence downwards, the frame is good.

The Frames are sold bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are sold close together; their thickness not less than 4 1/2 of the entire moulding at that place.

The Frame is sold chocked with a Butt at each end of the chock. The Main piece of Rudder is Baltic Oak Windlass is off

The Keel is sold. The Main Keelson is green sound and free from all defects.

The Stem, and Stern Post of Baltic Oak, and Aprons of Larch, Deadwood, of Larch sound and free from all defects.

The Deck and Hold Beams of Baltic Oak. The Breasthooks of Larch The Knees of Larch sound.

Planking Outside.—From the Keel to the Height defined in Note to Table A} the Plank is 2 1/2 planed fine

or to the First Foothook Heads } planed fine

From the above named Height to the Light Water Mark 2 1/2 planed fine

From the Light Water Mark to the Wales 2 1/2 planed fine

The Wales and Black-strokes are 2 1/2 planed fine The Topsides & Sheer-strokes 2 1/2 planed fine

The Spirketting and Plank-sheers 2 1/2 planed fine The Water-ways 2 1/2 planed fine

The Decks yellow planed fine State Practical Goods

The Shifts of the Planking are not less than 6 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 2 1/2 planed fine

The Ceiling, Lower Hold, and between Decks 2 1/2 planed fine Shelf Pieces and Clamps 2 1/2 planed fine

Fastenings.—To Hold Beams iron staple sewing three 1/2 pair

of three 1/2 pair staple sewing three 1/2 pair

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of three 1/2 <

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

2413. ASN

No.	She has SAILS.	CABLES, &c.	Fathoms.	Size.	Tested to, as per Certificate.	<u>Gullivers</u>	ANCHORS, &c.	No.	Weight. Ex. Stock.	Tested to, as per Certificate.
	Fore Sails,	Chain	310	1 1/2	22.3 pds				6.9	400 9 00
	Fore Top Sails,	Hempen Stream Cable	70	3 1/4	5 1/2		Bower,	3	11.11.11.12.8.3	
	Fore Topmast Stay Sails,	Hawser	75	1 1/2	5				10.11.11.12.0.0.0	
	Main Sails,	Towlines	75	1 1/2	7				8.8.7.11.10.3	
	Main Top Sails,	Warp	75	5 1/2	-		Stream,	1	4.3.0.0.0.3.0	
	and all above	All of good quality.	75	4	-		Kedge,		2.3.1.7.2.3.0	
									1.1.1.1.1.0.2	

Her Standing and Running Rigging ~~all now~~ sufficient in size and good, in quality.

She has one Long Boat and one other.

The present state of the Windlass is good Capstan none Rudder good Pumps 2 good,

Order for Special Survey, Mokumenta
No. _____ Date Special

DATES of Surveys

held while building,

Order for Ordinary Survey, _____

as per Section 35.

No. _____ Date _____

1st. When the Frame is completed

March 27 1868

2nd. When the Beams are put in, &c.

April 14 1868

3rd. { When completed, and before the

plank be painted or payed

July 7 1868

General Remarks

This Vessel is well built of good to
sound material for the given year Grade, She
has a raised quarter deck built in accordance with
rule Sect. 38. - Two pair of diagonal plates fitted
and bolted outside the frame timbers, 4 in by
1/4 placed 8 feet apart in accordance with rule
Deck 39. - The gunboard strakes are horizontally
bolted through the heel & each other. Bolted
the bilge to timber strakes are strongly bolted
blanked in accordance with rule Sect. 40. -
The windlass is well fitted with patent
purchase, a double winch is also fitted,
& all other necessary for the usual voyage.
The Caulking tried in various parts of
the ship & all proved in good condition.
Anker & Chains tested at Sunderland
public Chain & anchor proving their
worth Shore, Certificates issued by Thompson
Sept. March 3rd 1868 and April 14. 15 & 16 1868.
Master Wm. Simms

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

J. A. S.

Willow Public

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

Special £ 3 : 0 : Total sum with Expenses £ 3 : 0 : 0

Certificate £ - : 5 : Fees up while building £ 1 : 0 : 0

Committee's Minute 4th August 1868.

Character assigned

A 1 for J. A. S.

L. G. R. 1868



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