

No. 3273 Survey held at Montrose Date 28 November Rev 18/11/63 3273
 1865

on the Barque Victoria Master William
 Tonnage under tonnage deck 376.37 Built at Montrose When built 63 64 63 Launched 25/8/63
 Ditto of poop or spar deck By whom built J. D. Bennie Owners sale
 Total tonnage 376.37 Port belonging to Montrose Destined Voyage London
 Surveyed while Building, Afloat, or in Dry Dock Building & afloat

Length as per section 39	Feet	Inches	Extreme Breadth Outside	Feet	Depth of Hold	Feet	Inches	Number of Decks
131	4	4	26	73	16	6	6	
120	7	7						

Scantlings of Timber	Feet	Inches	Middle	Ends	Middle	Ends	INCHES Required per Rule
Garboard Strakes	13	13					3 1/2
Garboard to Bilge	4	4					5
Bilge Planks	12	10	9 1/2				5
Bilge to Wales	12	10	9 1/2				5
Wales	12	10	9 1/2				5
Topsides	12	10	9 1/2				5
Sheer Strakes	12	10	9 1/2				5
Plank Sheers	12	10	9 1/2				5
Waterways	12	10	9 1/2				5
Ditto, faying surface against Timbers	12	10	9 1/2				5
Upper Deck	12	10	9 1/2				5

Dimensions of Ship per Register	Inches	Required per Rule
length	131	131
breadth	26	26
depth	16	16

Inside Plank	Inches	Required per Rule
Limber Strakes	3 1/4	2 3/4
Bilge Planks	3 3/4	3 3/4
Ceiling in Flat	3	2 3/4
Ditto Bilge to Clamp	4 1/2	4
Hold Beam Clamps	4 1/2	4
Deck Beam Ditto	4 1/2	4
Ceiling 'twixt Decks	2 1/2	2 1/4
Hold Beam Sheels	4 1/2	4
Deck Beam Ditto	4 1/2	4

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

Part	Copper or Y.M. in Ship	Iron in Ship	Inches required per Rule
Transoms and throats of Hooks	1 1/8	1 1/8	1
Arms of Hooks	1 5/8	1 5/8	7/8
Thro' Bilge & Limber Strakes	1 3/8	1 3/8	3/4
Thickstuff over Double Floors	1 3/8	1 3/8	5/8
Butt End Bolts	1 3/8	1 3/8	5/8
Pintles of the Rudder	2 3/4	2 3/4	2 3/8

Numbering.—The Space between the Floor Timbers and Lower Foothooks is 3 Inches. The Space between the Top-Timbers is 5 1/2 Inches.

The Floors consist of Ger O' & a few Bud' in ends. The First Foothooks of German & Bud' Oak.

The Second Foothooks of British Oak. The Third Foothooks and Top Timbers of Bud' Oak.

The Shifts of the First and Second Foothooks are not less than 3 Feet. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are well squared from First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared.

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

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

The Frame is cross chocked with no Butt at each end of the chock. The Main piece of Rudder is B.O. of Windlass is Bud' Oak.

The Keel is Amir O' Elm. The Main Keelson is Greenheart & Ger O' & Bud' and free from all defects.

The Stem, and Stern Post of British Oak. The Transoms, Knight Heads, Hawse Timbers, and Aprons of British Oak. Deadwood, of British Oak and are free from all defects.

The Deck and Hold Beams of Bud' O' Greenheart. The Breasthooks of Jun. The Knees of Jun.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Amir Elm, Ger O' Can' Oak
 or to the First Foothook Heads }
 From the above named Height to the Light Water Mark German & Canada Oak
 From the Light Water Mark to the Wales German Oak.

The Wales and Black-strakes are Teak. The Topsides & Sheer-strakes Teak & of 2" deck Teak & Bud' O'.

The Spirketting and Plank-sheers Teak Ger O', Greenheart. The Water-ways { Upper Deck Red Pine & Ger O' & Bud' O'
 Lower Deck Red Pine & Ger O' & Bud' O'

The Decks Yellow Pine State of Good.

The Shifts of the Planking are not less than 5 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-strakes and Bilge-strakes are German Oak.

The Ceiling, Lower Hold, and between Decks German Oak. Shelf Pieces, and Clamps Can' & Ger' Oak.

Fastenings.—To Hold Beams Staple Led' knees between beams & 8 pair Hang' Jun knees together
Riders 3 3/4 x 1 3/4

Deck Beams doweled to shelf & inner wall, scored 3/4 into Beams 3 spaces for each side & 1 at Break
Staple Led' & 1 Single Led' Jun knee at 2' each side Staple knees in Mast Rooms & 19 pair Hang'
Jun knees Sec'd 2" Deck bound with staple Led' Jun knees

Number of Breasthooks 2 for under deck & 2 aft Pointers 3/8 for under Hooks Crutches 2 Jun aft

Butt End Bolts are of Gal Metal in the Bottom two Bolts in each Butt End one through and clenched,
held to 1/8 depth & Gal Jun above that Treenails of Bud' Oak How Made Engine turned
 Bilge and Limber Strakes Gal Metal bolted through and clenched. General Quality of Workmanship True

We certify that the above is a correct description of the several particulars therein given

Builder's Signature J. D. Bennie Surveyor's Signature Thomas Alexander

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

No.	She has SAILS.	CABLES, &c.			ANCHORS, &c.			
		Clay's Type Public Test No. date	Fathoms.	Size.	Clay's Type Public Test No. date	No.	Weight. Ex. Stock.	Tested to. as per Certificate.
2	Fore Sails,	Chain 452... 9/8/65	240	15/16	31 Long	843.	9/8/65	14.0.26 15.16.3.14
1	Fore Top Sails,	Iron Hemp Stream Cable ..	75	13/16		Bower, 844	8	+ 4.0.2 14.0.12 15.14.2.14
2	Fore Topmast Stay Sails,	Hawser	75	8		845	8	+ 4.1.0 12.0.22 14.1.3.14
1	Main Sails,	Towlines	75	7		Stream,	1	+ 3.3.10 with Stock
2	Main Top Sails,	Warp	75	6				6.0.4
	and others in all 29. No	All of <u>Good</u> quality.				Kedge,	2	3.0.19 1.2.4

Her Standing and Running Rigging Wool Hemp sufficient in size and _____ in quality.

She has One 20 ft Long Boat and two other boats

The present state of the Windlass is Good Capstan Good Rudder Good Pumps 2 metal

Order for Special Survey,
No. 127 Date 3rd Oct. 1863

DATES of Surveys
held while building,

1st. When the Frame is completed 28 Nov 1863

2nd. When the Beams are put in, &c. 11 June 1864

Order for Ordinary Survey,
No. _____ Date _____

as per Section 35.

3rd. { When completed, and before the }
plank be painted or payed } 1 Decr. 1864

General Remarks

This vessel has a round stern formed without transoms the stern timbers jelled and caulked in around & combined together by the planking, Hocks & Beams

Has a raised quarter deck about 31 ft in length from Break to after part stern post & 3.3 1/2 inches in height overlapping main deck at Break one Beam & spacing

Is built of 9 years material & essentially fastened externally with mixed metal to the exclusion of Iron from lower part of keel to 1/3 depth of hold above which all fastenings outside & also inside as per rule (except part of the ceiling where common Iron nails had been driven at first in ignorance of rule) are of Iron Galvanized

Extent of
in lieu of

ing of Bottom, efficient Deck, efficient and Waterways efficient

If Sheathed, Doubled, Felted, or Coppered Single bottom When last done _____

I am of opinion this Vessel should be Classed 10 A1

The Amount of the Fee.....£ 4: " : " is received by me, Thomas Alexander

Special£ 18: 16: 0

Certificate£ _____

Committee's Minute 9th December 1865

Character assigned 28 December 1865

Exp. Ch £ 30.0

£ 1 16 30/18782

Genl Com: Min
& signed 1865
Genl Com
to 11
Hoyd's Register
Foundation