

No. 3273 Survey held at Montrose Date 28 November 1865
on the Barque Victoria Master
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. Burnie Owners Sale
Total tonnage 376.37 Port belonging to Montrose Destined Voyage London
If surveyed while Building, Afloat, or in Dry Dock Building & afloat

Length as per section 39	131.4	4	Extreme Breadth Outside	26.73	Depth of Hold	16.6	Number of Decks	
Depth of Keel	120.7	7						
Scantlings of Timber								
Timber and Space	Amidships 30							
Floors	double 11 1/2 x 12 1/2	11 1/4	10 1/2	12	10	9 1/4		
1st Foothooks		11						
Ditto	10 1/2 x 10 1/2							
Timbers	8 1/2 x 9 1/2	9 1/4	9 1/4	9 1/2	9 1/2	7 1/4		
Deck No. 22	Average Space 3 1/2	8 1/2	9 1/4	9	7 1/4	8 1/2	8 1/2	7 1/4
Deck Beams	length amidships 25							
old No. 14	Average Space 12	12 1/2	12	10 1/2	11 1/4	11 1/4	9 1/2	
old Beams	length amidships 24							
Keel	4 1/2 x 13	14 1/2	12 1/4	12 1/4				
Carphs of Ditto	5.10		5.4					
Keelsons	14 x 15		13 1/4	13 1/4				
Carphs of Ditto	6.6		5.4					
Size of Bolts in Fastenings								
Keel-Knee, & Deadwood abaft	1 1/8	1 1/8						
Carphs of Keel, No. 9	1 1/8	7 x 7						
Keelson Bolts through Keel	1 1/8	1						
at each Floor	1 1/8							
Bolts thro' Heels of Timbers	7/8	13						
against Deadwood	7/8	16						

Transoms and throats of Hooks	1 1/8	1 1/8	1					
Arms of Hooks	1 1/8	1 1/8	7/8					
Thro' Bilge & Limber Strakes	13	16	3/4					
Thickstuff over Double Floors	16	13 1/2	5					
Butt End Bolts	13 1/2	13 1/2	2 1/2					
Pintles of the Rudder	2 1/4	2 1/4	2 1/2					
Hold Beam								
Bolts in								
Deck Beam								
Bolts in								
Nails or Bolts in Flat of Deck								
Treenails								

Numbering. The Space between the Floor Timbers and Lower Foothooks is 3 Inches. The Space between the Top-Timbers is 3 1/2 Inches.
The Floors consist of German Oak & a few British Oak The First Foothooks of German & British Oak
The Second Foothooks of British Oak The Third Foothooks and Top Timbers of British Oak
The Shifts of the First and Second Foothooks are not less than 3 1/2 to 4 1/2 N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are 3 1/2 to 4 1/2

The Frame is 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 choiced with no Butt at each end of the choick. The Main piece of Rudder is B. O. of Windlass is British Oak
The Keel is American Elm The Main Keelson is Greenheart & German Oak 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 British Oak & Greenheart The Breasthooks of Iron The Knees of Iron
Planking Outside. From the Keel to the Height defined in Note to Table A the Plank is American Elm German Oak & Canada Oak
From the above named Height to the Light Water Mark German Oak & 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 2nd deck Teak & British Oak
The Spirketting and Plank-sheers Teak German Oak & Greenheart The Water-ways Upper Deck Red Pine & German Oak
Lower Deck Iron
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 German Oak & German Oak
Fastenings. To Hold Beams Staph Lead Knees between beams & 8 pair Hang Iron Knees between
Riders 3 1/4 x 1 1/4

Keel Beams dovetailed to shelf & inner wall, secured 3/4 into Beams 3 spaces for each side & 1 at Break
Staph Lead & 1 Single Lead Iron Knees at each side Staph Knees in Mast Rooms & 19 pair Hang
Iron Knees secured 2nd deck board with staph Lead Iron Knees
Number of Breasthooks 2 for under deck 2 aft Pointers 3 1/2 for under Hooks Crutches 2 Iron aft
Butt End Bolts are of Gal Metal in the Bottom 2 Bolts in each Butt End One through and clenched,
Bilge and Limber Strakes bolted through and clenched. Treenails of British Oak How Made Engine turned
Thickstuff over Double Floors Gal Metal bolted through and clenched. General Quality of Workmanship Fair

We certify that the above is a correct description of the several particulars therein given
Surveyor's Signature J. D. Burnie Thomas Alexander
DUN106-0049

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

She has SAILS.			CABLES, &c.			ANCHORS, &c.				
No.			<i>Lloyds Type Public Test</i> No. date	Fathoms.	Size.	Tested to. as per Certificate.	<i>Lloyds Type Public Test</i> No. date	No.	Weight. Ex. Stock.	Tested to. as per Certificate.
2	Fore Sails,	Chain	452... 9/8/65.....	240	15/16	31 Tons	843. 9/8/65		14.0.26	15.16.3.14
1	Fore Top Sails,	Iron Hawson Stream Cable ..		75	13/16		Bower, 844 1/2..... 8 1/2		+ 4 0 2	
2	Fore Topmast Stay Sails,	Hawser		75	8		845 50		+ 4 1. 0	
1	Main Sails,	Towlines.....		75	7				12.0.22	14.1.3.11
2	Main Top Sails,	Warp		75	6				+ 3.3.10	
and	others in all 29. 00		All of <u>Good</u> quality.				Stream,	1	with Stock 6 0 4	
				75	5		Kedge,	2	3.0.19	
									1. 2. 4	

Her Standing and Running Rigging New Hemp sufficient in size and Good 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,

Order for Ordinary Survey,

No. _____ Date _____

as per Section 35.

1st. When the Frame is completed 28 Nov 1863

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

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

General Remarks

This vessel has a round stern formed without transoms the stern timbers filled 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 pent 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 line 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

Deu Special£ 18: 16: 0

Certificate£ 22: 16: 0

Committee's Minute 9th December 1865

Character assigned 28 December 1865

Exp. Ch. £ 30.0

21 Feb 30/1872

Genl Com. Min

8 March 1866 Genl Com

Ordered to 11.5

1/2 for 10 years

1/2 for 10 years

2019

Genl Com

Ordered to 11.5

1/2 for 10 years

1/2 for 10 years