

No. 1370 Survey held at Glasgow Date 23^d July 1857
on the Ship Victoria Master Frederick Cook
Tonnage Old 407 New 961 Built at Glasgow When built 1857 Launched Only 95
By whom built Alexander Stephen & Co. Owners James & Co.
Port belonging to London Destined Voyage East Indies
If Surveyed while Building, Afloat, or in Dry Dock Building

Length aloft		Feet.	Inches.	Extreme Breadth Outside		Feet.	Inches.	Depth of Hold		Feet.	Inches.	
		185	3 0			31 1	3 0			22	2	
Scantlings of Timber.				Thickness of Plank.								
				Outside.				Inside.				
				INCHES.				INCHES.				
				In Ship.	Required per Rule.			In Ship.	Required per Rule.			
TIMBER AND SPACE				13 1/2	13 1/2	13 1/2	13	Garboard Strakes	10 9/16	4 1/4	Limber Strakes	11 1/2
Floors				13 1/2	13 1/2	13 1/2	13	Garboard to Bilge ..	5	4 1/4	Bilge Planks	11 1/2
1 st Foothooks				13 1/2	13 1/2	13 1/2	13	Bilge Planks	5	4 1/4	Ceiling in Flat	11 1/2
2 nd Ditto				13 1/2	13 1/2	13 1/2	13	Bilge to Wales	5	4 1/4	Ditto Bilge to Clamp	11 1/2
3 rd Ditto				13 1/2	13 1/2	13 1/2	13	Wales	6	5 3/4	Hold Beam Clamps..	11 1/2
Top Timbers				10	10	10	8	Topsides	5	4 1/2	Deck Beam Ditto ..	11 1/2
Deck } N ^o 31				Average	4 1/2	11	9	Sheer Strakes	5	4 1/2	Ceiling 'twixt Decks	11 1/2
Beams } Space								Plank Sheers	4 1/2	4	Hold Beam Shelves	11 1/2
Deck Beams, length amidships				11	9 1/2	11	9	Water - Upper Deck	14 x 8	3 1/2	Deck Beam Ditto ..	12 x 12 x 6
Hold } N ^o 27				Average	4 1/2	14	11 1/2	Ways { Lower Deck	13 x 9	3 1/2	Thick Plank at 2 nd	
Beams } Space								Upper Deck	12 x 4	3 1/2	Butt-ends ready	12 x 6
Hold Beams, length amidships.....				3 1/2							Lower deck	3 x 4 in.
Keel				15 1/2	15 1/2	15 1/2						
Scarphs of Ditto.....				15 1/2	15 1/2	15 1/2						
Keelsons.....				16 1/2	16 1/2	16 1/2						
Scarphs of Ditto.....				16 1/2	16 1/2	16 1/2						

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

Heel-Knee, and Deadwood abaft		Copper or Iron	Inches required per Rule	Transoms and throats of Hooks		Copper or Iron	Inches required per Rule	Hold Beam Bolts in		Copper or Iron	Inches required per Rule
Scarphs of Keel	N ^o 1	1	1	Arms of Hooks	1	1	1	Knees	1	1	1
Keelson Bolts through Keel at each Floor	1	1	1	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1	1	1	Shelf or Clamp	1	1	1
Bolts through Heels of Timbers against Deadwood	1	1	1	Butt End Bolts	1	1	1	Waterway	1	1	1
				Pintles of the Rudder	1	1	1	Knees	1	1	1
								Shelf or Clamp	1	1	1
								Nails or Bolts in Flat of Deck	1	1	1
								Treenails	1	1	1

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 4 1/2 Inches.

The Floors consist of English Oak The First Foothooks of English Oak Timber.

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 5 ft 3 in. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 5 ft 3 in, & 5 ft 6 in.

The Frame is well squared from the First Foothook Heads upwards, and all free from sap, and from thence downwards, the

frame is well squared & free from sap

The alternate 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 English Oak

The Main Keelsons are Oak & Elm and free from all defects. The Main piece of Windlass is English Oak

The Stem, and Stern Post, consist of Oak & English Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English Oak & Elm Deadwood, of Oak & Elm and are free from all defects.

The Deck and Hold Beams consist of Oak & Elm The Breasthooks of Oak The Knees of Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is American Pitch Elm

From the above named Height to the Light Water Mark East India Oak

From the Light Water Mark to the Wales Oak

The Wales and Black-strakes are Oak The Topsides Oak

The Sheer-strakes and Plank-sheers Oak The Water-ways Upper Deck Oak

Lower Deck Oak

The Deck Oak, Lower Deck Oak at Side & Butts, State of Good

The Shifts of the Planking are not less than 6 Feet 3 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 between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are East India Oak

The Ceiling, Lower Hold, and between Decks Oak Shelf Pieces and Clamps Oak

Fastenings.—To Hold Beams Dowelled to Shelf & Waterways, & Pair of Staple Laying

Knives in Mast & Crosses, One Pair of Changing Knives to every Beam and a

pair of Staples & Standard Knives to all the Beams except the Fore & After Beams

Deck Beams Dowelled to Shelf & Waterways & Staple Laying Knives in Mast & Crosses

and One Pair of Changing Knives to every Beam

Number of Breasthooks Ten Pointers 6 Corner Braces Crutches 20 ft & One Sawmill

Butts End Bolts are of Yellow Metal in the Bottom, and One Bolt in each Butt End through and clenched.

Bilge & Limber Strakes Yellow Metal bolted through and clenched. Treenails of Oak

Thickstuff over Double Floors Yellow Metal bolted through and clenched. General Quality of Workmanship Very Good

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

Builder's Signature J. W. Brown Surveyor's Signature J. W. Brown

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

1470.90

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
2	Fore Sails,	Prof Chain 56 lb	300 1/2	Bower, <u>Noddy</u>	3 38.0.28
2	Fore Top Sails,	Chain	15		38.0.28
2	Fore Topmast Stay Sails,	Hempen Stream Cable	90 10 3/4		40.3.14
2	Main Sails,	Hawser	90 1	Stream,	1 12.1.10
2	Main Top Sails,	Towlines	90 5 1/2		
	and <u>other requisite sail</u>	Warp	100 4 1/2	Kedge,	2 6.3.0
		All of <u>Good</u> quality.			5.0.0

Her Standing and Running Rigging Complete sufficient in size and Good in quality.

She has One 26 1/2 ft Long Boat and One 24 ft Cutter One 26 ft Life Boat One 32 ft

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

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>24 Sept. 1856</u>
	2nd. When the Beams are put in, &c.	<u>19 Feb. 1857</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>June and July 1857</u>

Built under an efficient Plan and in accordance with the Rules Sect 52, and with Materials, Workmanship, and Fittings of the very best description; Has Double Floor and Whisk Carboard Strakes Bolted Horizontally to each other through the Keel with Yellow Metal every 14 feet Up and Down with One Short and One Long Bolt through and clenched in every alternate Timber Twelve Pairs of Diagonal Iron Plates fitted and Bolted inside to the Frame 5 x 5 1/8 in, extending from above the Upper Deck Beams to below the 1st Buttress Beams, and 14 Pairs of Iron Ribs fitted in the Hold Biting extending from Hold Beam Clamps to 3 1/2 feet from Keelson, or to Lower Whisk Bilge Strakes 5 x 2 1/2 in, Bolted through and clenched; Has a Complete laid Lower Deck of Oak at each side under the Vails of Standard knees and of Baltic Pine Plankship 3 1/4 inches thick; Upper Deck fastened with 5/8 in, Yellow Metal Bolts Bottom Sheathed with Yellow Metal over Felt and Paper to the 19 1/2 feet Water Line; Has a Prop 65 feet Long and Square Castle about 40 feet Long well fastened with Oak Beams and Iron hanging knees to every Beam The whole of the Outside Planking is fastened with Greenails and Yellow Metal and Copper Bolts to the entire exclusion of Iron Bolts and nails except those allowed to be used by the Rules Sect 46.

Testing Certificate of Chain Cable produced

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal over Felt and Paper When last done July 1857

I am of opinion this Vessel should be Classed 14 A. 1.

The Amount of the Fee.....£ 5 : : : is received by me,

Special£ : : : :

Certificate£ : : 5 : :

Committee's Minute 31st July 1857

Character assigned 14 A. 1.



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