

2400

No. 2409 Survey held at Leith Date 9th September 1854
 on the Ship Parisian Master William Adam
 Tonnage Old 750 Built at Fincardine When built 1854 Launched 11th July
 By whom built Duncan Wright Owners Henry Adamson
 Port belonging to Aberdeen Destined Voyage Melbourne
 If Surveyed while Building, Afloat, or in Dry Dock On the Stocks while Building, and now off at Sea

See Note

Length aloft	Feet. <u>161</u> Inches. <u>7</u>	Extreme Breadth	Feet. <u>28</u> Inches. <u>2</u>	Depth of Hold	Feet. <u>19</u> Inches. <u>7</u>
Scantlings of Timber.			Thickness of Plank.		
Room and Space	Inches. <u>31</u>	Inches. Middle <u>14</u> Inches. Ends <u>11</u>	Outside.	Inches. <u>4</u>	Inside.
Floors	sided <u>13</u>	Moulded <u>14</u>	Keel to Bilge	<u>4</u>	Limber Strakes
1 st Foothooks	" <u>12</u>	" <u>11 3/4</u>	Bilge Planks	<u>4 1/2</u>	Bilge Planks
2 nd Ditto	" <u>11</u>	" <u>11</u>	Bilge to Wales	<u>4</u>	Ceiling in Flat
3 rd Ditto	" <u>10</u>	" <u>9 1/2</u>	Wales	<u>5 1/2</u>	Ditto Bilge to Clamp
Top Timbers	" <u>10</u>	" <u>8 6/8</u>	Short Hoods		Hold Beam Clamps
Deck Beams N ^o <u>31</u> Average Space } <u>4.6</u>	" <u>10</u>	" <u>10 7/8</u>	Topsides	<u>4</u>	Deck Beam Ditto
Hold Beams N ^o <u>25</u> Average Space } <u>4.3</u>	" <u>12 1/2</u>	" <u>12 1/2</u>	Sheer Strakes	<u>4</u>	Ceiling 'twixt Decks
Keel	" <u>14 1/2</u>	" <u>17</u>	Plank Sheers	<u>4</u>	Hold Beam Shelves
Keelsons	" <u>15 3/4</u>	" <u>16 1/2</u>	Water-Ways	<u>2 of 8</u>	Deck Beam Ditto
Scarpns of Ditto	" <u>6 feet</u>		Upper Deck	<u>3 1/2</u>	

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

Heel-Knee, and Deadwood abaft	Copper Inches. <u>1 5/16</u>	Iron Inches.	Transoms and throats of Hooks	Copper Inches. <u>1 1/2</u>	Iron Inches.	Lower Pintle of the Rudder	Copper Inches. <u>3 3/8</u>	Iron Inches.
Scarpns of Keel.....N ^o . <u>8</u>	<u>1 1/8</u>		Arms of Hooks	<u>1 1/2</u>		Hold Beam	<u>1 3/16</u>	
Floor Timber Bolts	<u>1 3/16</u>		Bolts thro' Bilge & Limber Strakes	<u>7/8</u>		Deck Beam	<u>1 1/8</u>	
Kelson ditto	<u>1 3/16</u>		Butt End Bolts	<u>3/4</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 2 to 6 Inches. The Stem, Stern Post, consist of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of British Oak and are free from all defects. The Floors consist of Baltic White Oak The First Foothooks of Baltic and British Oak Timber. The Second Foothooks of British Oak The Third Foothooks of British Oak The Top Timbers of British Oak The Shifts of the first and second Foothooks are not less than 4 1/2 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 4 1/2 feet The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared The ~~alternate~~ Frames are all bolted together to the Gunwale. Built all in Frame N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/2 of the entire moulding at that place. The Frame is cross chocked with a Butt at each end of the chock. The Main Keelson is Teak and free from all defects. The False Keelson is None The Deck Beams consist of Baltic Oak The Hold Beams of Baltic Oak The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is American Elm & Beech From the above named Height to the Light Water Mark Red Pine From the Light Water Mark to the Wales Red Pine to thick Strakes under Wales. Thick Strakes Dantzic Oak The Wales and Black-strakes are Dantzic Oak The Topsides Dantzic Oak The Sheer-strakes Dantzic Oak and Plank-sheers Dantzic Oak The Water-ways Red Pine The Decks Yellow Pine State of best Order 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 with 3 Strakes between

Planking Inside.—The Limber-strakes are Dantzic Oak the Bilge Planks Dantzic Oak The Ceiling, Lower Hold, Dantzic Oak Between Decks Red Pine Shelf Pieces Hold Beam Dantzic Oak. Upper Deck Pitch Pine Clamps Hold Beam Dantzic Oak. Upper Deck Pitch Pine

Fastenings.—To Hold Beams Oak Stringers above, and below the Beams Bolted through Beams, and Iron Diagonal Knees to every Beam. Deck Beams Pitch Pine Stringers Bolted to Beams, and Iron Vertical Knees to every Beam Number of Breasthooks Six Ship timbered round abaft, same as forward Pointers with Breasthooks instead of Transoms Crutches one iron abaft Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes Yellow Metal & bolted through and clenched. Treenails of Iron How Made Engine Turned. General Quality of Workmanship Strong

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature for Duncan Wright Surveyor's Signature Walter Gibson

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.		N ^o . Weight.
2	Fore Sails,	Chain	300 1 3/4	Bower,	3 32.1.14
		D ^o	90 1 1/2		30.1.7
2	Fore Top Sails,	Hempen Stream Cable	90 10		27.0.0
2	Fore Topmast Stay Sails,	Hawser	80 7	Stream,	1 12.0.0
1	Main Sails,	Towlines	80 5 1/2		
2	Main Top Sails,	Warp	80 4 1/2	Kedge,	2 7.2.0
and <i>other Sails complete with all of the best Canvas</i>		All of <u>best</u> quality.			3.0.21

Her Standing and Running Rigging is all sufficient in size and best Patent in quality.

She has One Long Boat and Two Quarter Boats, Gig, and Life Boats,
 with Patent Purchase & Double Bench Strong and
 The present state of the Windlass is Strong Capstan Strong Rudder well hung Pumps 2 Metal

General Remarks—Statement and Date of Repairs.

Request for Special Survey N^o 23. Dated 28th September 1853.

Proving Certificates for Chains produced.

This is a strong, and substantial ship. The materials with which she is constructed were of excellent quality. She is abundantly supplied with all stores.

If Sheathed, Doubled, Felted, or ^{yellow Metal} Coppered 26.24.22 ^{to the Masts} of even part paper, part felt. When last done August 1854

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

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

Special£ 37 : 8 :

Certificate (if required)£ 42 : 8 :

Committee's Minute 12th Sept 1854

Character assigned 1 for 8 Years

