

No. 2409 Survey held at Leith Date 9th September 1854
on the Ship Parisian Master William Adam
Tonnage Old 750 Built at Huncardine 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

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

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

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

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 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 from 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 Mark & English 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 Adamson Surveyor's Signature Walter Blaxter

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
2	Fore Top Sails,	Hempen Stream Cable	90	1 ¹ / ₂			30.1.17
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 suit</i>		All of <u>best</u> quality.					3.0.21
		<i>all of the best Canvas</i>					

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 Boat.
with Patent Purchase & Double Winch 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 Coppered Yellow Metal to the Males When last done August 1854

I am of opinion this Vessel should be Classed 8 A 1

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

Special£ 37 : 8 : : Sept

Certificate (if required)£ 42 : 8 : :

Committee's Minute 12th Sept 1854

Character assigned 1 for 8 Years



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