

No. 421 Survey held at Portsmouth Date 15 June 1847
on the Schooner "Victor" Master Wm. Mills
Tonnage 222 1/2 Built at Portsmouth When built June 1847
By whom built John Cockey Owners Wm. Beedham & Co
Port belonging to Shoreham Destined Voyage Sunderland
If Surveyed Afloat or in Dry Dock On the Ship 3 Times while building

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
	66 "		17 ⁷ / ₁₀		8 ² / ₁₀

Scantlings of Timber.				Thickness of Plank.			
	Feet. Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Room							
Timber and Space.....	each	2 1/2					
Floors.....	sided	10	Moulded	10 1/2	Keel to Bilge	2 1/2	Foot Waling
1 st Foothooks.....	"	9	"	1 1/2	Bilge Planks	3 1/2	2 Bilge Planks
2 nd Ditto.....	"	7	"	6	Bilge to Wales	2 1/2	Ceiling in Flat
3 rd Ditto.....	"	6 1/2	"	4 1/2	2 Wales	4 1/2	Ditto Bilge to Clamp
Top Timbers	"	6 1/2	"	4 1/2	Blackstrake	2	Hold Beam Clamps
Deck Beams N ^o 1.....	Average Space } 2 feet 8 ins	8	"	1 1/2	Sheer Strakes	3	Deck Beam Ditto.....
Hold Beams N ^o 2.....	Average Space }	"	"	"	Plank Sheers.....	2 1/2	Ceiling 'twixt Decks
Keel	"	10	"	11	Water-Ways	4 1/2	Hold Beam Shelves
Kelsons	"	12	"	13	Upper Deck	2 1/2	Deck Beam Ditto.....

Copper or Iron.		Copper or Iron.		Iron.	
Heel-Knee, and Dead Wood abaft	Inches.	Heel-Knee, and Dead Wood abaft	Inches.	Heel-Knee, and Dead Wood abaft	Inches.
Scarp of Keel	N° 6	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	-
Floor Timber Bolts	-	Butt End Bolts	5/8	Deck Beam	3
Kelson ditto	3/4	Lower Pintle of the Rudder	3/4		4
Transoms and throats of Hooks	-				
Arms of Hooks	3/4				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are quite free from all defects. The Floors and first Foothooks are composed of English Oak 17 second hand 34 first futtucks of sound old English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 3 feet 4 ins N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Good. The Frame is fair squared from the first Foothook Heads upwards, and not all free from sap, and from thence downwards, the frame is well squared. The alternate Frames are all bolted together. Yes 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 not chocked with Butt at each end of the chock square heads & heels not dowelled. The Main Kelson is composed of American Rock Elm and the False Kelson of None. The Scarphs of the Kelsons are not less than 1/2 feet 1/2 inches in one length. The Deck and Hold Beams are composed of English Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of English Beech & American Rock Elm. From the first Foothook Heads to the Light Water Mark of American Rock Elm. From the Light Water Mark to the Wales of American Rock Elm & Red Pine. The Wales and Black-strakes are of English Oak. The Topsides of Red Pine. The Sheer-strakes and Plank-sheers of White & English Oak. The Water-ways of White Oak. The Decks of Yellow Pine. State of New. The Shifts of the Planking are not less than five Feet 1/2 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.

Planking Inside.—The Limber-strakes are composed of American Rock Elm the Bilge Planks of American Rock Elm. The Ceiling, Lower Hold, of American Rock Elm & Red Pine. Between Decks of American Rock Elm. Shelf Pieces of American Rock Elm. Clamps of Red Pine.

Fastenings.—To Hold Beams. Deck Beams secured with Shelf 5 x 9 Bolted in & out & up & down and single woods lagging knees. Number of Breasthooks Two Pointers None Crutches None. Butts End Bolts are of Iron in the Bottom, and a Bolt in each Butt End through and clenched. Yes. Bilge and Footwaling Iron bolted through and clenched. Yes. General Quality of Workmanship Good.

We certify that the preceding is a correct description of the above-named Vessel,
Builder's Signature John Cockey Junr Surveyor's Signature John Oakshott

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
1	Fore Sails, <u>New</u>	150	Chain	2 1/2	2	Bower	6-1-0
1	Fore Top Sails, "	60	Hempen Stream Cable	6 1/2	1	Stream,	5-2-0
1	Fore Topmast Stay Sails, "	80	Hawser	4	1	Kedge,	2-2-0
1	Main Sails, "		Towlines				1-1-0
1	Main Top Sails, "	120	Warp	3			
and well supplied with other sails			All of <u>New</u> quality.				

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

She has one 15 feet Long Boat and New

The present state of the Windlass is New Capstan a double winch and Rudder New

General Remarks—Statement and Date of Repairs.

This vessel is Iron fastened throughout, the Planking outside and inside is free from Sap and well fastened. She has one Deck hook and one Breasthook in the Hold which are with the knees and shelf well bolted. The keelson is bolted through every Floor and having very carefully examined the Schooner three times while building I am of opinion she is a goodly built vessel and in a fit and proper condition to take dry & perishable cargoes to and from all parts of the world.

If Sheathed, Doubled, Felted, or Coppered None

When last done

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

The Amount of the Fee.....£ 1 : " : " is received by me, John Oakshott

Special£ : :

Certificate (if required)£ : :

Committee's Minute 25th June 1847

Character assigned A 1



© 2021

Lloyd's Register
Foundation