

Run 27/2/60

No 1952 Survey held at Greenmouth Date Last Sunday, Aug 22nd, 1860.
on the Ship, Masted & Rigged, Jessie, Master James Macdonald,
Tonnage Old 244 Built at Greenmouth When built 1840 Launched Aug 1st 1840
By whom built John Duncan, Owners James Macdonald & Co
Port belonging to Glasgow Destined Voyage Port Natal, 1952
Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	Feet.			Inches.			Extreme Breadth Outside	Feet.			Inches.	Depth of Hold	Feet.			Inches.
	IN SHIP.	Moulded.	Side.	Moulded.	Side.	Moulded.		IN SHIP.	Moulded.	Side.	Moulded.		IN SHIP.	Moulded.	Side.	Moulded.
Scantlings of Timber.																
TIMBER AND SPACE	23						20									
Floors	9x11	12	12	8	8	8										
1 st Foothooks	9x11	9	9	7	7	7										
2 nd Ditto	9x10	8	8	6½	6½	6½										
3 rd Ditto	7x10	7	7	6	6	6										
Top Timbers	7x10	7	7	6	6	6										
Deck } N ^o 14 Average Space	4 feet	10x11	9½	9½	7¾	7¾	7¾									
Beams }																
Deck Beams, length amidships	21, 5															
Hold } N ^o 4 Average Space	10 feet	10x11	11	11	10¼	10¼	10¼									
Beams }																
Hold Beams, length amidships	21, 5															
Keel	11	16	16	10	10	10										
Scarp of Ditto	72			54												
Keelsons	11	13	12	11	11	11										
Scarp of Ditto	72			54												

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

Heel-Knee, and Deadwood abaft	Scarp of Keel	Keelson Bolts through Keel at each Floor	Bolts through Heels of Timbers against Deadwood	Transoms and throats of Hooks	Arms of Hooks	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	Butt End Bolts	Pintles of the Rudder	Waterway	Hold Beam Bolts in	Knees	Shelf or Clamp	Waterway	Deck Beam Bolts in	Knees	Shelf or Clamp	Nails or Bolts in Flat of Deck	Treenails
18	13/16	13/16	13/16	1	13/16	13/16	13/16	13/16	13/16	13/16	13/16	13/16	13/16	13/16	13/16	13/16	13/16	13/16

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 Inches. The Space between the Top-Timbers is 3x5 Inches.

The Floors consist of Baltic Oak, Sarch & E. Oak. The First Foothooks of Sarch & Baltic Oak.

The Second Foothooks of Baltic Oak. The Third Foothooks and Top Timbers of Sarch & Baltic Oak.

The Shifts of the First and Second Foothooks are not less than 3 feet 10. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are the same

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

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 Baltic Oak.

The Main Keelson is Baltic Red pine, and is free from all defects. The Main piece of Windlass is Baltic Oak.

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

Hawse Timbers of Baltic Oak & Sarch Deadwood, of Sarch and are well free from all defects.

The Deck and Hold Beams consist of Sarch & Baltic pine The Breasthooks of Sarch The Knees of Sarch & Baltic

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Baltic Elm & Baltic pine, or to the First Foothook Heads

From the above named Height to the Light Water Mark Consists of Baltic Red pine

From the Light Water Mark to the Wales Baltic Red pine & Sarch

The Wales and Black-strakes are Baltic Oak & Sarch The Topsides Pitch pine & Sarch

The Sheer-strakes and Plank-sheers Baltic & Baltic Oak The Water-ways { Upper Deck Pitch pine & Sarch Lower Deck none

The Decks Consists of Yellow pine State of Material Good

The Shifts of the Planking are not less than five 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 Baltic Red pine & Sarch

The Ceiling, Lower Hold, and between Decks Baltic Red pine, Shelf Pieces and Clamps Sarch & Red pine

Fastenings.—To Hold Beams one pair of Iron Nails three through bolted & clenched

Deck Beams are secured with Sarch Lacing Nails to each beam end, & 3 pair of Iron hanging Nails, that are bolted & clenched

Number of Breasthooks three Pointers 3 pair Sarch Crutches one, Sarch

Butts End Bolts are of Full metal in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes Full metal bolted through and clenched. Treenails of Sarch & Red pine How Made plain

Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship Good

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

Builder's Signature

Surveyor's Signature

1952 *Abn*

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .				Fathoms.	Inches.	N ^o	Weight.
	Fore Sails,		Chain	180	1 1/2	Bower,	2 10-1-14
	Fore Top Sails,		Hempen Stream Cable				10-1-11
<i>One Suit</i>	Fore Topmast Stay Sails,		Hawser	75	6	Stream,	1 4-1-14
<i>Complete</i>	Main Sails,		Towlines	75	7 1/2		
<i>Home</i>	Main Top Sails,		Warp	75	5	Kedge,	1 2-2-10
<i>Spare,</i>			All of <u>Good</u> quality.	75	4		
	and <u>all new</u> ,						

Her Standing and Running Rigging all new sufficient in size and Good in quality.

She has One Long Boat and Two Others,

The present state of the Windlass is Good Capstan None Rudder Good Pumps 2 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>May - 18th 1860</u>
	2nd. When the Beams are put in, &c.	<u>June 1860</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>July - 16th 1860</u>

This Vessel is well built of good & sound material for the several years grade. She has a roused & quite Deck built & fitted in accordance with Rule Sect 38, The bolt fastenings from keel to load water mark. Consists of yellow metal, the remainder are all of Iron including the middle line fastenings, The garboard strakes are bolted horizontally through the keel & each other & clenched, a wider keelson is fitted of Baltic & Pitch pine through bolted with 1/2 Iron, The Bilge & Limber strakes are through bolted & clenched in accordance with rule Sect 46, And each butt of the outside planking is fastened with two bolts, one of which is through & clenched, in accordance with the same rule & Sect, The Caulking & Cabum, where seen is good, She wind has is fitted with patent purchase, She has also a double winch & all other necessary fittings for Her destined Voyage,

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal & Bolt When last done 1860.

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

The Amount of the Fee.....£ 2 : - : is received by me,

Special£ - : - :

Certificate£ : 2 : 6

Committee's Minute 20th Aug 1860

Character assigned For 7 years

Wm. H. Phillips

Total Received with Expenses & In Government, £ 10 - 10 - 6.