

No. 2070 Survey held at Subordinate Date August 15th 1872
on the Ship Columbus Master John Morrison
Tonnage Old 732 Built at Subordinate When built 1862 Launched July 1862
By whom built J. Hall & Co Owners John Morrison
Port belonging to Subordinate Destined Voyage Cebu
Surveyed while Building, Afloat, or in Dry Dock Under Special Survey

Length aloft	Extreme Breadth Outside						Depth of Hold	Thickness of Plank	
	Feet	Inches	Feet	Inches	Feet	Inches		Feet	Inches
	100		30		18				
Scantlings of Timber.									
TIMBER AND SPACE									
Floors	12	12	12	12	12	12			
1st Foothooks	11	11	11	11	11	11			
2nd Ditto	9	9	9	9	9	9			
3rd Ditto	7	7	7	7	7	7			
Top Timbers	7	7	7	7	7	7			
Deck Beams	4	4	4	4	4	4			
Hold Beams	4	4	4	4	4	4			
Keel	15	15	15	15	15	15			
Scarp of Ditto	8	8	8	8	8	8			
Keelsons	15	15	15	15	15	15			
Scarp of Ditto	8	8	8	8	8	8			

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.									
Copper or Y.M. in Ship		Iron in Ship		Inches required per Rule		Copper or Y.M. in Ship		Iron in Ship	
Heel-Knee, & Deadwood abait	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Scarp of Keel, No. 1	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Keelson Bolts through Keel at each Floor	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Bolts thro' Heels of Timbers against Deadwood	1	1	1	1	1	1	1	1	1
Transoms and throats of Hooks	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Arms of Hooks	1	1	1	1	1	1	1	1	1
Thro' Bilge & Limber Strakes	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Thickstuff over Double Floors	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Butt End Bolts	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Pintles of the Rudder	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Hold Beam Bolts in	1	1	1	1	1	1	1	1	1
Deck Beam Bolts in	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Nails or Bolts in Flat of Deck	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Treenails	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top Timbers is 5 1/2 Inches.
The Floors consist of 10 ft Oak & Norway. The First Foothooks of 10 ft Oak.
The Second Foothooks of 10 ft Oak. The Third Foothooks and Top Timbers of 10 ft Oak.
The Shifts of the First and Second Foothooks are not less than 4 feet. 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 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 10 ft Oak of Windlass is Iron.
The Keel is 10 ft Oak. The Main Keelson is Greenheart, and is free from all defects.
The Stem, and Stern Post of 10 ft Oak & Norway. The Transoms, Knight Heads, Hawse Timbers, and Aprons of 10 ft Oak & Norway. Deadwood, 10 ft Oak, and are all free from all defects.
The Deck and Hold Beams of Iron. The Breasthooks of Iron. The Knees of Iron.

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is 10 ft Oak & Norway.
From the above named Height to the Light Water Mark 10 ft Oak & Norway.
From the Light Water Mark to the Wales Greenheart & Norway.
The Wales and Black-strakes are Greenheart. The Topsides & Sheer-strakes Iron, Greenheart & Norway.
The Spirketting and Plank-sheers Greenheart. The Water-ways { Upper Deck Greenheart Lower Deck Greenheart.
The Decks Yellow pine. State of Wales good.
The Shifts of the Planking are not less than six 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 Shore between, and without step-buttling.

Planking Inside.—The Limber-strakes and Bilge-strakes are Greenheart.
The Ceiling, Lower Hold, and between Decks 10 ft Oak & Norway. Shelf Pieces and Clamps Greenheart.
Fastenings.—To Hold Beams Iron Straps. Iron Securing Pieces 15 pair of hanging bars, well riveted to the beams & through the ship's side & clenching.
Deck Beams secured with Iron Straps. Securing Pieces 15 pair of hanging bars, well riveted to the beams & through the ship's side & clenching.

Number of Breasthooks Greenheart. Pointers Iron. Crutches Iron.
Butt End Bolts are of Yellow Metal in the Bottom two Bolts in each Butt End may be through and clenched.
Bilge and Limber Strakes 10" bolted through and clenched. Treenails of 10 ft Oak How Made Iron.
Thickstuff over Double Floors 10" 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 M. Hall Surveyor's Signature Wm. Lloyd

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

2070. ABN.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.	Inches.		N ^o .	Weight.
	Fore Sails,	Chain	240 1 1/2	Bower,	3	26.1.1
	Fore Top Sails,	Hempen Stream Cable	60 3/4	Mozen patent.		29.3.9
	Fore Topmast Stay Sails,	Hawser	90 7 1/2	Stream,	1	9-0-21
	Main Sails,	Towlines	90 9			
	Main Top Sails,	Warp	90 5	Kedge,	2	4-1-16
	and all new,	All of good quality.				2-2-5

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 Good 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 March 15th 1862.
2nd. When the Beams are put in, &c. May 3rd
3rd. { When completed, and before the } July 25th 1862.
 { plank be painted or payed }

This vessel is well built of good & sound material for the twelve years period, fastened with brass bolts & nails in accordance with rule Art 48 for an additional period of another year. She is built with a round stern, a raised quarter deck, & a gallant fore castle all in accordance with the rule Art 37 & 38. Upper deck beams malleable bulb iron 7 in deep & 1 1/2 thick, with double angle irons. The hold beams are also malleable bulb iron 8 inches deep & 3/4 thick with double angle irons, all in accordance with rule Art 6. The whole of the beams are planed four feet apart from Centre to Centre. Stringer plates are fitted at the ends of upper deck beams under the waterways, 21 inches wide by 3/4 thick, & plates on each side the hatchways 10 1/2 wide by 3/4 thick the whole well rivetted to the beams. The upper & lower deck waterways are bolted down between each beam, through fillings into the shelf pieces, 16 pair of diagonal plates fitted inside the frames, 4 in by 3/8, bolted down to each timber, a pair of sister keelsons of green iron 12 in square through bolted & clenched all in accordance with rule Art 39. The bilge & thistle shakes over the stow floor & checks are through bolted & clenched. The garboard shakes are horizontally bolted through the keel & each other & clenched. The flat of deck is fastened with screws & screw bolts with nuts, 16 pair above & 16 below.

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

If Sheathed, Doubled, Felted, or Coppered all metal & felted When last done 1862.

I am of opinion this Vessel should be Classed 13 A. 1.

The Amount of the Fee.....£ 3 : - : is received by me,

Special£ 28 : 19 : -

Certificate£ - : -

Committee's Minute

Character assigned

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