

No. 2120, Survey held at Gormouth Date July 3rd
on the Schooner, Look Out Master John Ross
Tonnage Old 210 New 138 Built at Gormouth When built 1862 Launched June 1863
By whom built John Duncan Owners John Ross
Port belonging to Inverness Destined Voyage North American
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft			Extreme Breadth Outside			Depth of Hold		
91			21 8			12		
Feet			Feet			Feet		
Inches			Inches			Inches		
IN SHIP			REQUIRED PER RULE			IN SHIP		
Moulded			Sided			Moulded		
Middle			Middle			Middle		
Ends			Ends			Ends		
Scantlings of Timber.			Outside.			Thickness of Plank.		
Timber and Space			In Ship			In Ship		
Floors			Garboard Strakes			Limber Strakes		
1 st Foothooks			Garboard to Bilge			Bilge Planks		
2 nd Ditto			Bilge Planks			Ceiling in Flat		
3 rd Ditto			Bilge to Wales			Ditto Bilge to Clamp		
Top Timbers			Wales			Hold Beam Clamps		
Deck { N ^o 18 Average Space 4 feet 8 in			Topsides			Deck Beam Ditto		
Beams { N ^o 4 Average Space 9 feet 10 in			Sheer Strakes			Ceiling 'twixt Decks		
Deck Beams, length amidships			Plank Sheers			Hold Beam Shelves		
Hold { N ^o 4 Average Space 9 feet 10 in			Water - Upper Deck			Deck Beam Ditto		
Beams { N ^o 4 Average Space 9 feet 10 in			Ways { Lower Deck					
Hold Beams, length amidships			Ditto, faying surface against Timbers					
Keel			Upper Deck					
Scarp of Ditto								
Keelsons								
Scarp of Ditto								

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	Inches required per Rule	Copper or Y.M. in Ship	Iron in Ship	Inches required per Rule
Heel-Knee, & Deadwood abaft	1	1 1/2	Transoms and throats of Hooks	7/8	1 1/2	Hold Beam		
Scarp of Keel, N ^o 4	7/8	3/4	Arms of Hooks	3/4	3/4	Bolts in { Waterway ..		
Keelson Bolts through Keel at each Floor	1 1/8	1 1/2	Thro' Bilge & Limber Strakes	1/2	1 1/2	{ Knees	3/4	3/4
Bolts thro' Heels of Timbers against Deadwood	3/4	1 1/2	Thickstuff over Double Floors	5/8	1 1/2	Deck Beam { Waterway ..		
			Butt End Bolts	5/8	3/4	{ Knees	3/4	3/4
			Pintles of the Rudder	2 1/2	2	{ Shelf or Clamp	3/4	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 3 1/2 Inches.

The Floors consist of Baltic Oak & Birch. The First Foothooks of Baltic Oak.

The Second Foothooks of Arch, Baltic Oak. The Third Foothooks and Top Timbers of Arch, Baltic Oak.

The Shifts of the First and Second Foothooks are not less than 3 feet 6 in. 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.

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 of Windlass Baltic Oak.

The Keel is Arch, Baltic Oak. The Main Keelson is Baltic Oak and is free from all defects.

The Stem, and Stern Post of Baltic Oak. The Transoms, Knight Heads, Hawse Timbers, and Aprons of Baltic Oak & Birch. Deadwood Arch, Baltic Oak and are well free from all defects.

The Deck and Hold Beams Baltic Oak, Larch & Fir. The Breasthooks of Arch. The Knees of Arch & Pine.

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Arch, Baltic Oak.
From the above named Height to the Light Water Mark Baltic Oak.
From the Light Water Mark to the Wales Red pine.
The Wales and Black-strakes are Arch & Larch. The Topsides & Sheer-strakes Arch & Baltic Oak.
The Spirketting and Plank-sheers Arch & Baltic Oak. The Water-ways { Upper Deck Baltic Oak
Lower Deck none.
The Decks Yellow pine. State of Keels 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 thru between, and without step-butt.

Planking Inside.—The Limber-strakes and Bilge-strakes are Arch, Baltic Oak.
The Ceiling, Lower Hold, and between Decks Red pine. Shelf Pieces and Clamps Red pine.
Fastenings.—To Hold Beams Larch Scoring pieces by each beam.
four four of more than one through each beam.
Deck Beams secured with Arch Scoring pieces by each beam.
and a pair are hanging between each beam.
Number of Breasthooks over. Pointers a pair Arch. Crutches one Arch.
Butts End Bolts are Arch in the Bottom, and two Bolt in each Butt End through and clenched.
Bilge and Limber Strakes Yellow metal bolted through and clenched. Treenails Arch & Red pine How Made planned.
Thickstuff over Double Floors — Arch 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 John Duncan Surveyor's Signature John Ross
Lloyd's Register Foundation

8120 ab
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.	fathoms.	N ^o .	Weight.
On Mast Complete to Spinnaker and all new	Fore Sails,	Chain <u>Port to 10 1/2 tons</u>	50	1	Bower, <u>Port to 10 1/2 tons</u>	2	10.1.17
	Fore Top Sails,	<u>Star to 20 1/2 tons</u>	50	1 1/2			10.1.17
	Fore Topmast Stay Sails,	Hempen Stream Cable			Stream,	1	3.2.21
	Main Sails,	Hawser	70	5 1/2	Kedge,	1	2.1.14
	Main Top Sails,	Towlines	70	1 1/2			
		Warp	70	4 1/2			
		All of <u>good</u> quality.	70	3			

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

She has One Long Boat and Two Muzzles.

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>Feb 15th 1863.</u>
	2nd. When the Beams are put in, &c.	<u>March 30th 1863.</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>June 4th 1863.</u>

This vessel is well built of good & sound material for the seven years grade. The garboard strokes are horizontally bolted through the hull & each other. A thicker plank is fitted of Pine & Oak 12 inches wide & through bolted in every alternate floor. The bilge and liner strokes are through bolted & secured in accordance with rule Sect 4th. The red pine deckboards does not extend above the height of two feet from the rabbet of the keel. The beam floors are in the midship body of the vessel, not extending beyond one half the length of keel. The windlass is fitted with patent purchase. She has also a double winch and 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 None When last done

I am of opinion this Vessel should be Classed 7 A. S.

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

Special£ : - :

Certificate£ : 2 : 6

Total Fees with expenses £ 10.10.6

Committee's Minute 10th July 1863

Character assigned 1st Class

Water & Surveys while Building

16 - 30 - 14 - 4.30 -
2/63 3/63 3/63 4/63