

No. 2204 Survey held at Peterhead Date March 4<sup>th</sup> 1883.  
on the Schooner, Cormorant, Master Joseph Scott.  
Tonnage Old 240, Built at Peterhead, When built 1864 Launched 1865.  
New 168, by whom built Carnegie & Co., Owners Scott & Leslie.  
Port belonging to Peterhead, Destined Voyage Mediterranean.  
Surveyed while Building, Afloat, or in Dry Dock Under Special Survey.

Length aloft	Feet.			Inches.			Extreme Breadth Outside	Feet.			Inches.			Depth of Hold	Feet.			Inches.		
	Slid.	Moulded.	Slid.	Moulded.	Slid.	Moulded.		Slid.	Moulded.	Slid.	Moulded.	Slid.	Moulded.		Slid.	Moulded.	Slid.	Moulded.	Slid.	Moulded.
23			20					13		9				11						
Thickness of Plank.																				
Scantlings of Timber.							Outside.							Inside.						
Timber and Space							Garboard Strakes							Limber Strakes						
Floors							Garboard to Bilge							Bilge Planks						
1st Foothooks							Bilge to Wales							Ditto Bilge to Clamp						
2nd Ditto							Wales							Hold Beam Clamps						
3rd Ditto							Topsides							Deck Beam Ditto						
Top Timbers							Sheer Strakes							Ceiling 'twixt Decks						
Deck { N° 14 Average Space }							Plank Sheers							Hold Beam Shelves						
Deck Beams, length amidships							Water { Upper Deck }							Deck Beam Ditto						
Hold { N° Average Space }							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.

Heel-Knee, & Deadw'd abaft	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Transoms and throats of Hooks	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam	Waterway	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Scarp of Keel, N° 12	3/4	-	3/4	Arms of Hooks	3/4	3/4	3/4	Bolts in	Knees	-	-	3/4
Keelson Bolts through Keel at each Floor	-	7/8	7/8	Thro' Bilge & Limber Strakes	5/8	-	5/8	Deck Beam	Waterway	-	1 1/16	1 1/16
Bolts thro' Heels of Timbers against Deadwood	-	3/4	1 1/16	Thickstuff over Double Floors	5/8	-	5/8	Bolts in	Knees	-	3/4	1 1/16
				Butt End Bolts	5/8	-	5/8		Shelf or Clamp	-	1 1/16	1 1/16
				Pintles of the Rudder	2 1/4	-	2	Nails or Bolts in Flat of Deck		-	5	1
								Treenails	Inches	1 1/2	-	1

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/3 Inches. The Space between the Top-Timbers is 4 1/5 Inches.

The Floors consist of Baltic Oak. The First Foothooks of Baltic Oak.  
The Second Foothooks of Baltic Oak & Larch. The Third Foothooks and Top Timbers of Baltic Oak & Larch.  
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 Baltic Oak. Windlass is Baltic Oak.

The Keel is Oak. The Main Keelson is Baltic Red pine, 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. Deadwood, Baltic Oak & Larch, and are well free from all defects.

The Deck and Hold Beams of Baltic Oak. The Breasthooks of Iron. The Knees of Larch & Oak.

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

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

From the Light Water Mark to the Wales Baltic Red pine.

The Wales and Black-strakes are Baltic Oak. The Topsides & Sheer-strakes Baltic Oak.

The Spirketting and Plank-sheers Baltic Oak & Red pine. The Water-ways { Upper Deck Baltic Red pine, Lower Deck none required.

The Decks Yellow pine. State of Material 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 three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Baltic Red pine.

The Ceiling, Lower Hold, and between Decks Red pine. Shelf Pieces and Clamps Oak & Red pine.

Fastenings.—To Hold Beams No Hold beams required.

Deck Beams Secured with Larch & Iron Nails, Lagging Pieces, and a pair of hanging knees through each & secured.

Number of Breasthooks Two. Pointers none required. Crutches One.

Butt End Bolts are of Yellow Metal in the Bottom two Bolts in each Butt End One through and clenched.

Bilge and Limber Strakes 1 1/2 bolted through and clenched. Treenails of Baltic Oak. How Made planed.

Thickstuff over Double Floors 1 1/2 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 Carnegie & Mathew. Surveyor's Signature M. W. M. M. M.

ASNS 0082



2204 Abn

Her Masts, Yards, &c. are in Good condition, and sufficient in size and length. Anchor & Chains, Port & Starboard, public, private, &c. Seven Mollies,  
 She has SAILS. CABLES, &c. new cable upon frame, ANCHORS, and their weights. &c.

N <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	Weight.
	Fore Sails,	Chain <u>Prof. chain 10</u>	100		
	Fore Top Sails,	Hempen Stream Cable			
	Fore Topmast Stay Sails,	Hawser	90		
	Main Sails,	Towlines	75		
	Main Top Sails,	Warp	90		
	and <u>all new,</u>	All of <u>good</u> quality.			

Her Standing and Running Rigging all new sufficient in size and Good in quality.  
 She has One Long Boat and one other,  
 The present state of the Windlass is Good Capstan new 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>June 2<sup>nd</sup> 1864.</u>
	2nd. When the Beams are put in, &c.	<u>August 12<sup>th</sup></u>
	3rd. { When completed, and before the plank be painted or payed }	<u>Jan'y 12<sup>th</sup> 1865.</u>

This Vessel is well built of good & sound materials for the Seven years grade. She has a rigger keelson of am<sup>l</sup> Oak 5 1/2 inches moulded, through bolted in each floor, a pair of diagonal plates fitted into the frame timber 7 1/2 by 3 1/2, all in accordance with rule Sect 39. The Bilge & thick strakes over the short floor head Cheeks are through bolted and clenched in accordance with the same rule. The windlass is well fitted with patent spurs. She has also a double winch & all other necessary fittings for her destined voyage. - The Caulking has been tried in sundry parts of bottom & found in good condition, 11/11.

Present condition of Caulking of Bottom, Good, Deck, Good, and Waterways Good.  
 If Sheathed, Doubled, Felted, or Coppered Gold metal & felt When last done 1865.  
 I am of opinion this Vessel should be Classed 7 A. 1.  
 The Amount of the Fee.....£ 3 : - : - is received by me, W. H. Mullis.  
 Special .....£ 8 : 8 : - Total amount due with Expenses.  
 Certificate ....£ - : - : £ 16 11 17

Committee's Minute 7<sup>th</sup> March 1865  
 Character assigned 1 for 7 years (see R)  
 Date & Number of Surveys when Building. March 2<sup>nd</sup> May June 2<sup>nd</sup> 4 21 August 12<sup>th</sup> Sept. 7<sup>th</sup> 28 Feb. 3<sup>rd</sup> July 12<sup>th</sup>