

No. 3153 Survey held at Peterhead Date, first Survey May 1878 Last Survey July 22 1878
on the Promise Ketch Master J Carmack
TONNAGE under Tonnage Deck 45.89
Ditto of Spar Deck, or Loading Deck
Ditto of Room, or Raised Or. Dk. 81
Ditto of Houses on Deck 44
Ditto of Forecastle
Gross Tonnage 50.14
Gross Space, as per Rule
Register Tonnage, cut on Beam 50
Engine Room
Register Tonnage, as a Steamer, cut on the Beam
Built at Peterhead When built 1878 Launched 27 June 1878
By whom built Mr J Florence Owners Mr J Florence
Port belonging to Peterhead Destined Voyage Trasting
Surveyed while Building, Afloat, or in Dry Dock Under ordinary Survey

| | | | | | | | | | |
|----------------------------------|-------|---------|-------------------------|------------|---------|---------------|-------|---------|-----------------|
| Length as per section 39 | Feet. | Inches. | Extreme Breadth Outside | Feet. | Inches. | Depth of Hold | Feet. | Inches. | Number of Decks |
| Length of Keel | 52.2 | | 18.15 | | | 8.0 | | | One |
| | 52.1 | | | | | | | | |
| Scantlings of Timber. | | | | | | | | | |
| TIMBER AND SPACE | 16 | | 18 | | | | | | |
| Floors | 4 3/4 | 10 | 9 1/4 | 5 | 5 | 5 | | | |
| 1st Foothooks | 4 1/2 | 9 1/4 | 4 | 5 | 5 | 5 | | | |
| 2nd Ditto | 4 1/2 | 4 | 5 1/4 | 5 1/2 | 5 | 5 1/2 | | | |
| 3rd Ditto | 3 3/4 | 5 1/4 | 4 | 5 1/2 | 5 1/2 | 4 | | | |
| Top Timbers | 4 | | | | | | | | |
| Deck { N° 13 Average Space { 3.6 | 4 | 5 1/2 | 5 | 5 1/4 | 5 1/4 | 5 1/2 | | | |
| Beams | 1 1/4 | 5 1/2 | | | | 14 feet | | | |
| Deck Beams, length amidships | | | | | | | | | |
| Hold { N° Average { | | | | | | | | | |
| Beams | | | | | | | | | |
| Hold Beams, length amidships | | | | | | | | | |
| Keel | 4 3/4 | 12 | 12 | 8 | 8 | 8 | | | |
| Scarphs of Ditto | None | | | 4 feet | | | | | |
| Keelsons | 8 | 13 1/2 | 12 | 9 | 9 | 9 | | | |
| Scarphs of Ditto | None | | | 4 1/2 feet | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

| | | | | | | | | | |
|---|-------------------------|---------------|--------------------------|--------------------------------|-------------------------|---------------|--------------------------|--------------------------------|----------|
| 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 |
| Scarp of Keel, N° | 14/10 | 14/10 | | Arms of Hooks | 12/8 | 12/8 | | Bolts in | Knees |
| Keelson Bolts through Keel at each Floor | 14/10 | 12/10 | | Thro' Bilge and Limber Strakes | 10/8 | 9/8 | | Shelf or Clamp | |
| Bolts thro' Heels of Timbers against Deadwood | | | | Thickstuff over Double Floors | 10/8 | 9/8 | | Deck Beam | Waterway |
| Frame Bolts | | | | Butt End Bolts | 9/8 | 9/8 | | Bolts in | Knees |
| | | | | Short Bolts in Ceiling | 4/5 | 4/5 | | Shelf or Clamp | |
| | | | | Pintles of the Rudder | 2 | 1 1/8 | | Nails or Bolts in Flat of Deck | |
| | | | | | | | | Treenails | Inches |

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

The Floors consist of But & Bal Oak The First Foothooks of But & Bal Oak

The Second Foothooks of But & Bal Oak The Third Foothooks and Top Timbers of But & Bal Oak

The Main Keelson is Amu Rock Elm and free from all defects. The Shifts of the First and Second Foothooks are not less than 3.6

(The Rider Keelson is But & Bal Oak

The Transoms, Knightheads, Hawse Timbers, & Aprons of Oak ditto. The rest of the Shifts of the Frame are sufficient

Deadwood, of But Oak and ditto. The Frame is fairly squared from First Foothook Heads upwards, and fair from sap, and from thence downwards, the frame is good

The Stem, and Stern Post of Larch & But Oak ditto. The Frames are bolted together to the Gunwale.

The Deck and Hold Beams of Swedish Red Pine 4" of Larch N.B. If not, state how bolted

Breasthooks of Iron Knees of Larch & Larch The Butts of the Timbers are nearly all close together; their thickness not less than 1/4 to 3/4 of the entire moulding at that place.

The Main piece of Rudder of But Oak Windlass of But Oak The Frame is partly choiced with a Butt at each end of the chock.

(The Keel of Amu Rock Elm handle not through

Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is Larch & Amu Rock Elm

From the above named height to the Wales Pitch Pine

The Wales and Black-strakes Pitch Pine The Topsides & Sheer-strakes Pitch Pine & Larch

The Spiketting and Plank-sheers Pitch Pine & Bal Oak The Water-ways { Upper Deck Pitch Pine Lower Deck

The Decks Yellow Pine State of Good

The Shifts of the Planking are not less than 5 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 Norway Red Pine, Amu Rock Elm

The Ceiling, Lower Hold, and between Decks Norway Red Pine Shelf Pieces and Clamps Pitch Pine & Norway Red Pine

Fastenings.—To Hold Beams

Deck Beams 4 pairs of Iron hanging knee Riders. 9 pairs of Iron hanging knees, and six pairs of But Oak and Larch hanging knees

Number of Breasthooks 2 Pointers 1 Crutches 1

Butt End Bolts are of Galv Iron in the Bottom 2 Bolts in each Butt End One through and clenched.

Bilge and Limber Strakes Galv Iron bolted through and clenched. Treenails of How Made

Thickstuff over Double Floors Galv Iron 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 James Florence Surveyor's Signature J. H. Little

Surveyor to Lloyd's Register of British and Foreign Shipping.

Her Masts, Yards, &c., are in

condition, and sufficient in size and length.

Tested by D. G. Lewis at Ketchikan 25th June 1878

She has SAILS.

CABLES, &c.

Fathoms.

Inches.

Test as per Certificate.

Length & Size req'd per Rule

Test req'd per Rule.

ANCHORS, N°.

Weight.

Ex. Stock.

Test as per Certificate.

Weight req'd per Rule.

Test req'd per Rule.

N°.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

and

Chain

120

12 1/2

5 1/2

120

8 1/2

2

3.2.22

5.12.0.21

3.2.0

5 1/2

Hmpn Strm Cbl.

150

4

45 1/2

150

12 1/2

2

3.2.22

5.12.0.21

3.2.0

5 1/2

Hawser

80

6

45 1/2

80

12 1/2

2

3.2.22

5.12.0.21

3.2.0

5 1/2

Towlines

90

4

45 1/2

90

12 1/2

2

3.2.22

5.12.0.21

3.2.0

5 1/2

Warp

90

3

45 1/2

90

12 1/2

2

3.2.22

5.12.0.21

3.2.0

5 1/2

All of quality

90

3

45 1/2

90

12 1/2

2

3.2.22

5.12.0.21

3.2.0

5 1/2

Her Standing and Running Rigging

sufficient in size and

in quality.

She has Long Boat and

The present state of the Windlass is

Capstan

and Rudder

Pumps

one of them is

efficient

Scuppers, &c.-What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Cargo Hatchways.-How formed? Good Camings locked beam. State size.

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient?

Main Hatchways.-State size

Order for Special Survey, No.

Date

Order for Ordinary Survey, No.

Date

No. 2 in Builder's Yard.

DATES of Surveys

held while build-

ing, as per Section

35.

1st. When the Frame is completed

2nd. When the Beams are put in, &c.

3rd. When completed, and before the plank be painted or payed

General Remarks.

This vessel is built of good and sound material of the six years grade as per Table A, and upwards, and is fastened externally with Iron bolts and Nuts, and nails of Iron and copper, and internally with nails, and in accordance with accompanying approved tracing of midship section, and Secretaries Order dated 27th May 1878. The second lower Anchor is 0.1.2.2, and the Keage Anchor is 0.1.2.2, but provided the Committee do not object I am of opinion that the vessel is eligible to have the figure 1 assigned.

Present condition of Caulking of Bottom

Deck,

and Waterways

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled

When last done

I am of opinion this Vessel should be Classed

The Amount of the Entry Fee

£ 1 : 0 : 0

received by me,

Special

£ 3 : 3 : 0

Certificate

£ 2 : 0 : 0

(Travelling Expenses, if any, £ 2 : 3 : 0)

Committee's Minute

30th July,

1878.

Character assigned

This little vessel has been built in accordance with the approved sketch of midship section appended, and appears worthy to be classed 6 A 1 as recommended. The anchors are together 28 lbs but the chains are 16 lbs larger than required by the Rules for a vessel of 50 to 100 tons, but the tonnage under 50 tons is 17/8.