

TONNAGE under Tonnage Deck	295.92	Built at	Kingston N.B.	When built	1848	Launched	Nov 18 <sup>th</sup> 1848
Ditto of Spar Deck, or Topping Deck	34	By whom built	J <sup>m</sup> Kinloch Owners				
Ditto of Poop, or Raised Qr. Dk.	22.50	Port belonging to	J <sup>m</sup> Banff residing at Kingston N.B.				
Ditto of Main Deck	10.00	Destined Voyage	Demersa				
Ditto of Forecastle	2.48	If Surveyed while Building, Afloat, or in Dry Dock	Under Special Survey				
Gross Tonnage	338.90						
Gross Space, as per Rule							
Register Tonnage, cut on Beam	338.90						
Engine Room							
Register Tonnage, as a Steamer, cut on the Beam							

[illegible]

The Floors consist of French, Bal' Oak & Larch The First Foothooks of Bal' & French Oak & Larch  
The Second Foothooks of Bal' & French Oak & Larch The Third Foothooks and Top Timbers of Bal' & French Oak & Larch

(The Rider Keelson is Pitch Pine)  
The Transoms, Knightheads, Hawse Timbers, & Aprons of Pitch Pine ditto.

N.B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are sufficient

The Stem, and Stern Post of French Oak ditto. and free free from sap, and from thence downwards, the frame is good

Breasthooks of Iron & Larch Knees of Iron  
The Main piece of Rudder of Larch Oak Windlass of Brit<sup>h</sup> Oak  
The Butts of the Timbers are all close together; their thickness not less than 1/5 b/5 of the entire moulding at that place.

**Planking Outside.**—From the top of the Keel to two-fifths the depth of Hold, the Plank is Pitch Pine  
From the above named height to the Wales Pitch Pine

The ~~Spurkett~~ and Plank-sheers *Bel Oak* The Water-ways { Upper Deck *Pitch Pine & Larch*  
Lower Deck *Pitch Pine*

The Shifts of the Planking are not less than 5 1/2 Feet 0 Inches. N.B. If less than prescribed by the Rules, state whether partial, and if partial, in what part of the Ship. The Planking is wrought Three between, and without step-butting.

**Fastenings.**—To Hold Beams *Nine pairs of Iron Strops 4x9/8 round beam ends. Three pairs*

Deck Beams, *Tells Tinders Boards of beams, and eleven pairs of Iron hanging*

Number of Breasthooks Three Pointers One pair of Larch Crutches One of Iron

Bilge and Limber Strakes	<i>Yellow Metal</i>	bolted through and clenched.	Treenails of <i>Gal 2 &amp; Gal Oak</i>	How made <i>hammer</i>
Thickstuff over Double Floors	<i>Galva Iron</i>	bolted through and clenched.	General Quality of Workmanship	<i>Good</i>

Builder's Signature *William Finloch* Surveyor's Signature *J. McHale*

ABN-0110



Pitch, Red Pine 3194 76m  
Her Masts, Yards, &c., are in good condition, and sufficient in size and length.

Tested by D. J. Lewis 29 Oct 1879 at Dumbarton

She has SAILS, CABLES, &c.		Fathoms.	Inches.	Test as per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight, Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
N <sup>o</sup> .	Chain											
One	Fore Sails,	195	1 3/16	25 1/2	195	25 1/2	Bowers	3	12.1.18	14.6.1.0	12.0.0	13 1/2
comple	Fore Top Sails,			58.0.0.0	1 3/16	58 1/2			11.0.23	13.2.2.0	11.0.12	13 1/2
ful	Fore Topmast Stay Sails,	60	1 3/16	5 1/2	60 1/4	5 1/2			2.2.8			
sub	Main Sails,	40	8	13 1/2	40 1/4	13 1/2			11.0.0	12.14.2.0	10.0.23	12 1/2
and	Main Top Sails,	40	5 1/2		40 1/4	5 1/2			2.2.14			
	All of good quality	40	4 1/2				Stream	1	4.5.2.5	5 1/2	3.3.0	5 1/2
							Kedges	2	2.2.9	4 1/2	2.3.0	5 1/2

Her Standing and Running Rigging good sufficient in size and good in quality. She has One 18 1/2 Long Boat and One 15 Cut

The present state of the Windlass is Good Capstan of Iron and Rudder Good Pumps 2 of Iron & 1 of Brass

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?

Two scuppers and two discharge ports on each side

Cargo Hatchways.—How formed? Wood Beamings belted State size One Hatch 4.5x5.0

If of extraordinary size, state how framed and secured? Medium size

What arrangement for shifting beams? None After Hatch 4.0x5.4

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 4.5x5.0

Order for Special Survey, No. 504 DATES of Surveys  
Date 25 April 1879 held while building, as per Section 35.  
Order for Ordinary Survey, No. ✓  
Date ✓  
No. 33 in Builder's Yard.  
1st. When the Frame is completed Built under special survey and  
2nd. When the Beams are put in, &c. Surveyed as follows April 8, 9, May 13, 2,  
3rd. When completed, and before the plank be painted or payed June 3, 18, July 2, 15, 30, Aug 15, Sept 3, 18, 30, Oct 7,  
Nov 11, 22, 1879, Jan 2 1880

### General Remarks.

Has 12 pairs of Diagonal plates 4x8/8 closely inserted outside the frame and a rider Keelson fitted and bolted as per Rules Section 39. and is built of good and sound material of the Syrian grade as per Table A, and is fastened externally with greenails. Yellow Metal bolts and dunnage to the exclusion of Iron from the lower part of Keel up to the waterways inclusive, and the whole of the inside fastenings, including fastenings of deck frame bolts, both in iron shafts on timbers and the chain and preventer bolts are of Iron properly galvanized; but the bolts in keels of timbers against deadwood are of Yellow Metal driven through and clenched on rings of the same metal, but the fastenings in hold beam shelf and waterway, and timber stake, are galvanized Iron fastened driven through and clenched on the timber of the frame; but the through fastenings in bulk binders, Hanging knees and knee pieces, Hooks and cutches, are driven through the outside planking, and are of Yellow Metal for a further period of 2 years as per Section 46 Paragraph 2; and was during construction salted as per Rules, the beams being grooved and salted, and the Keel son being caved in and salted all fore and aft for an additional year as per Section 34.

Present condition of Caulking of Bottom Good where tested Deck, 50 and Waterways 50

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Yellow metal When last done now at Farnham

I am of opinion this Vessel should be Classed NAI

The Amount of the Entry Fee .. ..£ 4 : 0 : 0 received by me, Y. Little  
Special .. ..£ 10 : 15 : 0 March 1879  
Certificate .. ..£ .. : .. : ..  
MAH

(Travelling Expenses, if any, £ .. ..)

Committee's Minute 11th March, 1879

Character assigned A 1st Mvr  
rec'd  
C.F.  
T.B.W.

Surveyor to Lloyd's Register of British and Foreign Shipping.  
This vessel appears to be eligible to  
be classed NAI as recommended -

8 years for metal fastenings - Sec 4  
2 years for metal fastenings - Sec 4  
1 year for salting Sec 37.

NAI  
C.F. Salted  
Lloyd's Register  
Foundation