

103 No. 2334 Survey held at Dundee Date 19th May 1874
on the Bark Eugenie Master J Mc Lish
Tonnage Old 444 Built at Dundee When built 1856 Launched 6/5/56
By whom built Jay Shipbuilding Co Owners J Couper & others
Port belonging to Dundee Destined Voyage Archangel
If Surveyed while Building, Afloat, or in Dry Dock Building & afloat

| | | | | | | | | | | | | | | | | | |
|--|--|-------------|--|---------|--|---|--|------------|--|---------|--|---|--|-------------|--|---------|--|
| Length aloft | | Feet. 139.1 | | Inches. | | Extreme Breadth Outside | | Feet. 26.1 | | Inches. | | Depth of Hold | | Feet. 17.25 | | Inches. | |
| Scantlings of Timber. | | | | | | Outside. | | | | | | Thickness of Plank. | | | | | |
| TIMBER AND SPACE | | | | | | Inches. Required In Ship. as per Rule | | | | | | INCHES. In Ship. Required per Rule. | | | | | |
| Floors .. Single | | | | | | 11 1/2 to 13 11 1/4 12 10 3/4 11 1/4 10 | | | | | | Garboard Strakes .. 3 1/2 3 3/4 | | | | | |
| 1st Foothooks | | | | | | 10 to 11 1/2 9 1/2 11 1/2 11 1/4 10 | | | | | | Garboard to Bilge .. 3 1/2 to 4 3 3/4 | | | | | |
| 2nd Ditto | | | | | | 9 1/4 to 10 8 3/4 | | | | | | Bilge Planks | | | | | |
| 3rd Ditto | | | | | | 8 1/2 9 8 5 3/4 5 5/8 | | | | | | Bilge to Wales | | | | | |
| Top Timbers | | | | | | 7 3/4 8 8 5 3/4 5 5/8 | | | | | | 2nd under Wales top | | | | | |
| Deck { N° 20 Average } .. | | | | | | 9- 8 1/2 8 3/4 9 7 1/2 8 1/2 7 | | | | | | Wales | | | | | |
| Beams { N° 9 Raised 2nd Deck } .. | | | | | | 7 1/2 6 1/4 8 1/2 7 | | | | | | Topsides | | | | | |
| Deck Beams, length amidships .. | | | | | | 2 1/4 F | | | | | | Sheer Strakes | | | | | |
| Hold { N° 14 Average } .. | | | | | | 11 1/2 12 9 1/2 11 1/2 9 1/2 | | | | | | Plank Sheers | | | | | |
| Beams { N° 7 Cabin sole } .. | | | | | | 11 1/2 12 9 1/2 11 1/2 9 1/2 | | | | | | Water-Upper Deck | | | | | |
| Hold Beams, length amidships .. | | | | | | 2 1/4 F | | | | | | Ways { Lower Deck | | | | | |
| Keel | | | | | | 12 3/4 13 14 3/4 13 | | | | | | Upper Deck | | | | | |
| Scarphs of Ditto .. | | | | | | 5 1/2 feet | | | | | | 6. 4 1/2 | | | | | |
| Keelsons | | | | | | 14 14 14 3/4 14 | | | | | | 6 paying surface | | | | | |
| Scarphs of Ditto .. | | | | | | 5 1/2 feet | | | | | | 6. 4 1/2 | | | | | |
| Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails. | | | | | | | | | | | | | | | | | |
| Heel-Knee, and Deadwood abaft .. | | | | | | Transoms and throats of Hooks .. | | | | | | Waterway .. | | | | | |
| Scarphs of Keel | | | | | | Arms of Hooks | | | | | | Hold Beam Bolts in | | | | | |
| Keelson Bolts through Keel at each Floor | | | | | | Bolts thro' Bilge & Limber Strakes, or Thick stuff over Double Floors | | | | | | Knees | | | | | |
| Bolts through Heels of Timbers against Deadwood | | | | | | Butt End Bolts | | | | | | Shelf or Clamp | | | | | |
| | | | | | | Pintles of the Rudder | | | | | | Deck Beam Bolts in | | | | | |
| | | | | | | | | | | | | Knees | | | | | |
| | | | | | | | | | | | | Shelf or Clamp | | | | | |
| | | | | | | | | | | | | Nails or Bolts in Flat of Deck .. | | | | | |
| | | | | | | | | | | | | Treenails .. | | | | | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 0 to 1 1/4 Inches. The Space between the Top-Timbers is 3 1/2 to 6 Inches.
The Floors consist of For W & Brail Oak The First Foothooks of For W & Brail Oak Timber.
The Second Foothooks of British Oak The Third Foothooks and Top Timbers of British Oak
The Shifts of the First and Second Foothooks are not less than 1 1/2 to 2 = 4 1/2 to 4 3/4 N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are 2 to 2 1/2 = 4 1/2 to 4 3/4
The Frame is well squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is well squared
The entire Frames are each bolted together to the Gunwale. N. B. If not, state how bolted.
The Butts of the Timbers are — close together; their thickness not less than 1/3 of the entire moulding at that place.
The Frame is cross chocked with a Butt at each end of the chock. in part of them The Main piece of Rudder is For W Oak
The Main Keelson is For W Oak and — free from all defects. The Main piece of Windlass is Brail Oak
The Stem, and Stern Post, consist of British Oak The Transoms, Aprons, Knight Heads, and Hawse Timbers of British Oak Deadwood, of British Oak and are — free from all defects.
The Deck and Hold Beams consist of Brail Oak, Teak & Mahogany The Breasthooks of Iron The Knees of Iron & Brail Oak
Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Brail Oak, Brail Oak, Brail Oak & Elm
From the above named Height to the Light Water Mark For W Oak
From the Light Water Mark to the Wales For White Oak — imported plank
The Wales and Black-strakes are Teak & Mahogany The Topsides Mahogany
The Sheer-strakes and Plank-sheers Teak & Brail Oak, Mahogany The Water-ways { Upper Deck Teak Lower Deck Teak }
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 For W Oak
The Ceiling, Lower Hold, and between Decks For W Oak Shelf Pieces and Clamps For W Oak
Fastenings.—To Hold Beams Staple Led Iron Nails & 8 pair Wane Iron Nails (4 of these Nails) 1 space for a & 2 aft each side single & double Led Nails of Brail Oak Beams doweled to Shelf & one 1/2 vertical bolt driven in each Beam end into shelf
Deck Beams doweled to Shelf Iron Hanging Nails to each end of 17 Beams 9 pair Staple Led Iron Nails & 3 spaces for each side single & double Led Nails of Brail Oak
Number of Breasthooks 4 Iron for 1 Brail Oak & 2 Off Pointers 2 pair for under Hooks Crutches One of Iron
Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched.
Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of Australian Gum How Made planned
Thickstuff over Double Floors — 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 Thomas Alexander Surveyor's Signature Thomas Alexander
DUN103-0180

Her 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. Inches. | | N ^o . | Weight. |
| 2 | Fore Sails, | Chain | 130- | 17 1/2 | Bower, | 3- | 21. 0. 0 |
| 1 | Fore Top Sails, | Hemp Stream Cable | 110- | 17 1/2 | | | 18. 3. 3 |
| 2 | Fore Topmast Stay Sails, | Hawser | 80- | 7 | Stream, | 1 | 5. 3. 0 |
| 1 | Main Sails, | Towlines | 80. | 7- | | | |
| 2 | Main Top Sails, | Warp | 90 | 5- | Kedge, | 2 | 3. 1. 20 |
| and all other requisite | | All of <u>Good</u> quality. | 90 | 5- | | | 1. 3. 26 |

Her Standing and Running Rigging are complete sufficient in size and Good in quality.

She has One 22 1/2 Long Boat and Two other boats

The present state of the Windlass is Good Capstan Good Rudder Good Pumps 4 Good
fitted with purchase & pulley wheels

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>December 35-</u> |
| | 2nd. When the Beams are put in, &c. | <u>1st Feb 7.</u> |
| | 3rd. { When completed, and before the plank be painted or payed } | <u>18 April -</u> |

This is a vessel of very good material and Workmanship has a raised quarter deck Height of Main Rail round stern formed without Breachums timbers being filled in abaft after Cant & secured with Hooks like fore end of vessel

Is built of 9 years material & essentially fastened with mixed White in decks outside planking &c in accordance with Rule Section 4b.

Built under special Survey & Sanction of order No.

Bower Chains are certified to have been tested from 36 to 43 Tons according to their respective sizes

Present condition of Caulking of Bottom, Efficient Deck, Efficient and Waterways Efficient
If Sheathed, Doubled, Felted, or Coppered single bottom When last done _____

I am of opinion this Vessel should be Classed 10 A1-

The Amount of the Fee.....£ 4 : 0 : 0 is received by me,

Special£ 19 : 17 : :

Certificate£ 23 - 17 - "

Committee's Minute 7th June 1880

Character assigned A 1 for 10 Years

Thomas Alexander
[Signature]

