

No. 3159 Survey held at Dundee Date 18th May 1864
on the Bark Onsign Master J. Black
Tonnage Old 458.28 Built at Dundee When built 1864 Launched 21/4/64
By whom built Tay Ship Co Owners A. Low &
Port belonging to Dundee Destined Voyage India
Surveyed while Building, Afloat, or in Dry Dock Building & afloat

| | | | | | | | | | | | | |
|------------------------------|-------------|-------------------------|----------|---------------|--------|-------|---------------------------------------|-----------|------------|----------------------|-----------|-------|
| Length aloft | 142.2 | Extreme Breadth Outside | 26.7 | Depth of Hold | 17.2 | | | | | | | |
| Thickness of Plank. | | | | | | | | | | | | |
| Scantlings of Timber. | | | Outside. | | | | | | | | | |
| Timber and Space | | | Inside. | | | | | | | | | |
| Floors | Double | 11 1/4 | 10 1/2 | 11 | 10 1/2 | 10 | Garboard Strakes | 3 3/4 | 3 3/4 | Limber Strakes | 2 1/2 | 3 |
| 1st Foothooks | 10 3/4 | 11 1/4 | 10 3/4 | 11 1/4 | 10 3/4 | 9 1/4 | Garboard to Bilge | 3 3/4 | 5 | Bilge Planks | 7.9.5 | 4 |
| 2nd Ditto | 9 1/2 | 10 1/4 | 9 1/2 | 10 1/4 | 9 1/2 | 8 3/4 | Bilge Planks | 4 1/2 | 5 | Ceiling in Flat | each side | 4 |
| 3rd Ditto | 8 1/2 | 9 | 8 1/2 | 9 | 8 1/2 | 8 1/2 | Bilge to Wales | 4 | 5 | Ditto Bilge to Clamp | 3 | 3 1/2 |
| Top Timbers | 8 1/2 | 8 1/2 | 8 1/2 | 8 1/2 | 8 1/2 | 8 1/2 | Wales | 5 | 60 x 4 3/4 | Hold Beam Clamps | 3 1/2 | 3 1/2 |
| Deck | No 29 | Average Space | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | Topsides | 4 | 3 1/4 | Deck Beam Ditto | 3 1/2 | 2 1/2 |
| Beams | No 7 | Average Space | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | Sheer Strakes | 4 | 5 | Ceiling 'twixt Decks | 3 1/2 | 3 1/2 |
| Deck Beams, length amidships | 24.6 | 24.6 | 24.6 | 24.6 | 24.6 | 24.6 | Plank Sheers | 3 3/4 | 5 | Hold Beam Shelves | 3 1/2 | 3 1/2 |
| Hold | No 14 | Average Space | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | Water - Upper Deck | 8 x 9 1/2 | 6 | Deck Beam Ditto | 3 1/2 | 3 1/2 |
| Beams | No 4 | Average Space | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | Ways - Lower Deck | 4 x 8 1/2 | 6 | | | |
| Hold Beams, length amidships | 24.6 | 24.6 | 24.6 | 24.6 | 24.6 | 24.6 | Ditto, faying surface against Timbers | 6 x 8 1/2 | 6 | | | |
| Keel | m. 3 pieces | 6.2 | 6.2 | 6.2 | 6.2 | 6.2 | Upper Deck | 6 x 3 1/2 | 3 | | | |
| Scarp of Ditto | 6.2 | 6.2 | 6.2 | 6.2 | 6.2 | 6.2 | | | | | | |
| Keelsons | 14 | 15 | 14 | 14 | 14 | 14 | | | | | | |
| Scarp of Ditto | 6.3 | 6.3 | 6.3 | 6.3 | 6.3 | 6.3 | | | | | | |

| Copper | | | Iron | | | Copper | | | Iron | | |
|----------------------------|----------|--------------------------|-------------------------------|----------|--------------------------|-----------|----------|--------------------------|--------------------------------|----------|--------------------------|
| Y.M. | in Ship. | Inches required per Rule | Y.M. | in Ship. | Inches required per Rule | Y.M. | in Ship. | Inches required per Rule | Y.M. | in Ship. | Inches required per Rule |
| Heel-Knee, & Deadw'd abaft | | | Transoms and throats of Hooks | | | Hold Beam | | | Waterway | | |
| 1 1/2 | | 1 1/2 | Arms of Hooks | | | 1 1/2 | | 1 1/2 | Knees | | |
| 1 1/2 | | 1 1/2 | Thro' Bilge & Limber Strakes | | | 1 1/2 | | 1 1/2 | Shelf or Clamp | | |
| 1 1/2 | | 1 1/2 | Thickstuff over Double Floors | | | 1 1/2 | | 1 1/2 | Deck Beam | | |
| 1 1/2 | | 1 1/2 | Butt End Bolts | | | 1 1/2 | | 1 1/2 | Knees | | |
| 1 1/2 | | 1 1/2 | Pintles of the Rudder | | | 1 1/2 | | 1 1/2 | Shelf or Clamp | | |
| 1 1/2 | | 1 1/2 | | | | 1 1/2 | | 1 1/2 | Nails or Bolts in Flat of Deck | | |
| 1 1/2 | | 1 1/2 | | | | 1 1/2 | | 1 1/2 | Treenails | | |
| 1 1/2 | | 1 1/2 | | | | 1 1/2 | | 1 1/2 | Inches | | |

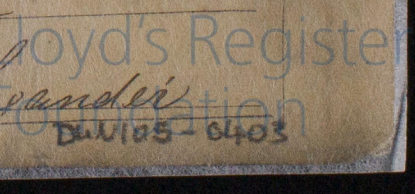
Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3/4 Inches. The Space between the Top-Timbers is 1/2 Inches.
The Floors consist of German & British Oak The First Foothooks of German & British Oak
The Second Foothooks of British Oak The Third Foothooks and Top Timbers of British Oak
The Shifts of the First and Second Foothooks are not less than 1 1/2 ft to 1 1/2 ft 4.5 to 4.9 ft N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are

The Frame is full squared from the First Foothook Heads upwards, and wholly free from sap, and from thence downwards, the frame is square
The entire Frames are each bolted together to the Gunwale, & ship built in frame N. B. If not, state how bolted.
The Butts of the Timbers are close together; their thickness not less than 3/4 of the entire moulding at that place.
The Frame is cross chocked with a Butt at each end of the chock. The Main piece of Rudder is Built of Windlass is Built of
The Keel is Canada Oak The Main Keelson is Greenheart and free from all defects.
The Stem, and Stern Post of British Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of British Oak Deadwood, of British Oak and are free from all defects.
The Deck and Hold Beams of Built Iron Built of Oak The Breasthooks of Iron The Knees of Iron & Built of Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is American Elm & German Oak
From the above named Height to the Light Water Mark German Oak
From the Light Water Mark to the Wales German Oak
The Wales and Black-strakes are Teak The Topsides & Sheer-strakes Teak
The Spirketting and Plank-sheers Teak The Water-ways Upper Deck Teak Lower Deck Greenheart & Iron Bark
The Decks Yellow Pine State of Good
The Shifts of the Planking are not less than 6 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 German Oak
The Ceiling, Lower Hold, and between Decks German Oak Shelf Pieces and Clamps Greenheart Teak & Iron Bark
Fastenings.—To Hold Beams Staph. Lrd. Iron Knees between Beams 7 pair Staph. Lrd. Knees on 1st & 2nd decks 5 pair Hans. Iron Knees (4 of these Knees 4 x 1 1/2 Carried down round Bilge over floor ends to take two bolts in floors
Deck Beams Has 25 Built Iron 7 1/2 x 7 1/2 Beams Stanger plate on ends 21 x 1 1/2 having 4 1/2 x 3 1/2 x 7/16 AI on top bolted thro' on every other timber & bolts on the intermediate timber thro' Water 26 pair Hans. Iron Knees (7 of these Staph. Lrd. 3 pair each side for 1st double & part single Lrd. Built of Oak Beams Quarter deck board with Staph. Lrd. Iron Knees
Number of Breasthooks 5 for under deck 1 above Pointers 10 for under Deck Hook Crutches One Iron
Butt End Bolts are of Yel. Metal in the Bottom: two Bolts in each Butt End One through and clenched
Bilge and Limber Strakes bolted through and clenched. Treenails of Built of Greenheart How Made Engine turned
Thickstuff over Double Floors Yel. Metal 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 For Tay Ship Building Co. Andrew Low, Surveyor's Signature Thomas Alexander



Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

| No. | | Fathoms. | | Inches. | | No. | | Weight. | |
|-----------------------|--------------------------|---------------------------|-----|---------|-----|---------------|---|---------|------|
| 2 | Fore Sails, | Chain | 240 | 18 | 17 | Bower, | 3 | 21 | 2.10 |
| 2 | Fore Top Sails, | Hempen Stream Cable | 60 | 7 | 18 | | | 21 | 1.18 |
| 2 | Fore Topmast Stay Sails, | Hawser | 73 | 7 | 1/2 | Stream, | 1 | 6 | 1.0 |
| 2 | Main Sails, | Towlines | 80 | 6 | 1/2 | | | | |
| 2 | Main Top Sails, | Warp | 90 | 3 | 1/2 | Kedge, | 2 | 3 | 2.7 |
| and other sails, reef | | All of best quality. | 90 | 4 | 1/2 | | | 1 | 2.2 |

Her Standing and Running Rigging Wire & Hemp sufficient in size and best in quality.

She has one 20 ft Long Boat and two other boats

The present state of the Windlass is Good Capstan & Good Rudder Good Pumps 2 Metal
fitted with purchase D Wh


and Statement and Date of Repairs if any

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 | 22 nd Oct. 1863 |
| | 2nd. | When the Beams are put in, &c. | 1 st Feb'y 64 |
| | 3rd. | { When completed, and before the plank be painted or payed } | 12 th April 64 |

Decr: 6 10 11 13 14 18 20 21 24 25-26 1 2 3 8 10 14 17 18 21 22 23 25-29 30
 8m 63 9m
 12 5 6 7 12 14 16 21 22 23 27 28 29 30 23 4 5 6 9 10 11 12 16 17 19 20 23 24 26 27 30 12 3 4 7 8 10 11 14 15
 10 11m 12
 16 21 22 24 25 28 29 4 5 6 7 8 11 12 13 15 18 20 21 25 26 27 28 12 3 4 8 9 10 11 12 15 16 17 18 19 22 23 24
 12m 10m 64 2
 25 26 29 1 2 3 7 8 10 11 15 21 22 23 24 25 28 31 2 4 5 7 8 9 12 13 15 18 20 22 25 29 16-18
 2 3 4m 5m

This is a vessel composed of very select materials & of Carefull
workmanship is round & sternal formed without transoms
the frames filling in around & secured by the planking Hooks
Beams &c

Beams &c.  Has a raised Quarter Deck about 39 inches high & 29 ft in length from front of Break to after part stem post on deck. Break overlaps Main deck one Beam & spacing.

As 5.32 Breadths & 8.26 depths in length fitted with 12 pair Arch plates $4 \times \frac{5}{8}$ inside of frames extending from upper part deck beams down to lower end floor head cheeks secured & bolted into each timber as per rule.

as per rule
Lower deck Waterways & shelves of upper & lower deck in scantlings
as noted (as described in plan herewith returned) under sanction of
letter dated 9/11/63 each of these being thro bolted in every timber
as per rule

As per rule 1. It is partly composed of g-gears materials & upwards & essentially fastened in all external fastenings with mixed metal to the entire exclusion of iron bolts & nails as per rule section 46

entire exclusion of Sun 1882
Specially surveyed while building under Order N^o 124

Present condition of Caulking of Bottom, efficient Deck, efficient and Waterways efficient

If Sheathed, Doubled, Felted, or Coppered Yell^d Matⁿ on felt When last done Now

I am of opinion this Vessel should be Classed 10 A1

The Amount of the Fee.....£ 5 : " : " is received by me,

Special£ 21 : 11 : -

Certificate£ 2/ 11 0

Committee's Minute 24 May 1864

Character assigned Adm 10 Years