

3437
1867

Recd 8/11/64

Surveyed while Building, Afloat, or in Dry Dock Building & afloat-

The Floors consist of Iron plates $3 \times 3 \times \frac{1}{8}$ ~~$3 \times 3 \times \frac{1}{8}$~~ The Main piece of Rudder is Teak of Windlass is Iron Bark
The Keel is Amie Elm + Oak The Main Keelson is Iron plate above floor and — free from all defects

The Deck and Hold Beams of Bulk Iron The Breasthooks of French Iron plates The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is 4 in. x 12 in. x 12 in.

The Wales and Black-strakes are Teak¹⁶

The Topsides & Sheerstrakes Teak¹⁶
(Upper Deck) Teak¹⁶

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 *True* between, and without step-buttng.

St Straps of Keelsons, Stringer and Tie Plates, double ~~or~~ ^{Chain} single rivetted? Throughout

Sheer, how secured to the plating of the sides { Explain by sketch } see mid section

eral Quality of Workmanship Good (The Belge Kilns with upper & lower deck stengies are run out to stem & post fastened to form Hook ~~fit~~ & placed across masts) No. of breasthooks crutches
also one for timber boughs of bar run frames also crossplated on heels former
at description of Iron is used for the Frames Beams Keelsons Stringer and Tie Plates Outside Plating & 2

der's Signature Joseph W. Birnie, Co. Surveyor's Signature Thomas Alexander

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, Galvanized Iron, or Iron.

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Deadwood forward and aft ..	1 1/2	1 1/2	1 1/2	Transoms and throats of Hooks				Hold Beam			
Scarphs of Keel, N ^o . 9	3/4	3/4	3/4	Arms of Hooks thro. A.T.	3/4	1 1/16		Bolts in			
Keelson Bolts through Keel				Thro' Bilge and Limber Strakes				Deck Beam			
at each Floor	1 1/2	1 1/2	1 1/2	Butt End Bolts & outside....	3/4	1 1/16	3/4	Bolts in			
Bolts in Iron Keel Plate	1 1/2	1 1/2	1 1/2	Pintles of the Rudder	2 1/2	2 1/2	2 1/2	Nails on Bolts in Flat of Deck			

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

Lower Masts & Red Pine

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight.	Test as per Certificate.	W'tgt req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Chain 3039 S.P.I.C.A.	105	1 3/16	25 1/2 tons	210 x 1 1/2	22 3/4	Bowers	9-67 P.S.	3074	11.0.0	12.17.20	2 1/2
2	Fore Top Sails,	3037 S.P.I.C.A.	105	5"	5"				5" S	3014	10.0.14	12.2.0.21	10 cwt.
2	Fore Topmast Stay Sails,	Hemp Stream Cable..	60	3/4	3/4	90 x 5/8		Stream	with Stock	2978	8.2.0	10.12.30	8 1/2 cwt.
2	Main Sails,	Hawser	75	7 1/2		90 x 7				1	4.3.0		4.3.0
2	Main Top Sails,	Towlines	75	6 1/2		90 x 5		Kedges	P....	2	2.3.0		2.1.0
	and others in all 36 pieces	Warp	75	5							1.1.14		1.0.0
		All of <u>Good</u> quality.		4 1/2									

Her Standing and Running Rigging Main & Hemp sufficient in size and Good in quality.

She has One 20 Foot Long Boat and two other boats

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps 2 metal

Order for Special Survey	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought	<u>Dec 66 Jan 67 Feb 67</u>
No. <u>196</u>	Surveys held	2nd.	On the plating during the progress of rivetting	<u>March. April</u>
Date <u>29/4/67</u>	while building	3rd.	When the beams were in and fastened, and before the decks were laid	<u>planking outside April. May 67</u>
Order for Ordinary Survey	as per	4th.	When the ship was complete, and before the plating was finally coated	<u>August. 1.13.22</u>
No. _____	Section 18.	5th.	After the ship was launched	<u>24 Sept. to 31 October</u>
Date _____				

State if she has a Spar Deck None Poop None or Forecastle None

General Remarks,

This vessel is round sterned with raised quarter deck about 2 1/2 ft in length from Break to after part stern post and about 3 ft 2 in high. Break overlaps main deck about 2 ft 3 inches. Is built in accordance with Mid and other sections submitted with the alterations noted in Keel also deck Waterway increased from 8 1/2 to 11 1/2 in depth. Is fastened with mixed metal bolts thro Keel plate in deadwood stem & post & also in way of Keel Scarphs - and in Keel otherwise with Galv - Iron 1 1/8" Wood screw bolts 11" long one & two alternately applied bet frames & also fastened from Keel to 4 1/2 depth of Hold in the outside planking with 3/4" mixed metal screw pointed bolts & nuts except a small portion of the planking in way of deadwood thro treenailed with 1 1/4" Iron Bark & Red Oak treenails. From 4 1/2 depth of Hold all the fastenings outside & on deck are of Iron Galvanized - The whole carefully dovetailed & heads set in White Lead & oilum. Is a well finished vessel work well executed and materials throughout of good quality.

In what manner are the surfaces of Iron Work preserved from oxidation bottom inside Cemented to middle part

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

If Sheathed, Doubled, Felted, or Coppered Copper over felt When last done now

I am of opinion this Vessel should be Classed 14 A.1.

The Amount of the Fee.....£ 3 : 0 : 0 is received by me,

Special£ 14 : 1 : "

Certificate£ 7 : " : "

Committee's Minute 12 November 1867

Character assigned 1 for 14 Years

Thomas Alexander
This Vessel being partly
planked with Foreign
white oak cannot have
her class raised above
the 14 A.1 for which
she appears eligible
9 Nov 1867 J.M.C.