

No. 3862 Survey held at Dundee Date, first Survey 8th May 78 Last Survey 2nd February 1874
on the 3rd Schuy^{er} Steamer Proteus Master W. Jones
Tonnage under Tonnage Deck 619.72
Ditto of Spar Deck, or Arming Deck
Ditto of Poop, or Raised Qr. Dk. 32 37
Ditto of Houses on Deck 4 21
Ditto of Forecastle 30 99
Gross Tonnage 687.29
Crew Space, as per Rule
Register Tonnage, out on Beam
Engine Room 219 93
Register Tonnage, as a Steamer, cut on the Beam 467.36
Built at Dundee When built 73-74 Launched 18/12/73
By whom built A. Stephen & Son Owners J. W. Stewart
Port belonging to Saint Johns Nfld Destined Voyage Sailing
If Surveyed while Building, Afloat, or in Dry Dock Building & afloat

Length as per section 89		Feet		Inches		Extreme Breadth Outside		Feet		Inches		Depth of Hold		Feet		Inches		Number of Decks	
Length of Keel		188		4		12 1/2		26		19 3/4		18		5 1/2					
Scantlings of Timber.																			
TIMBER AND SPACE 30 5/8																			
Floors Double 12 6 13 12 1/2 12 1/2 12 1/2 11 1/2																			
1 st Foothooks 12 13 11 1/2																			
2 nd Ditto 12 12 10 1/2																			
3 rd Ditto 10 11 9 6 1/2 9 1/2 6 1/2																			
Top Timbers 10 10 9 9 1/2 9 9 1/2																			
Deck } No 24 Average Space 47 3/4 9 1/2 9 1/2 9 9 1/2																			
Beams } and 9 1/2 12 12 12 12 12 12 10 1/2 12 1/2 12 1/2 10 1/2																			
Deck Beams, length amidships 27 1/2																			
Hold } No 21 Average Space 12 1/2 12 1/2 12 1/2 12 1/2 10 1/2 12 1/2 12 1/2 10 1/2																			
Beams } and 6 1/2 12 12 12 12 12 12 10 1/2 12 1/2 12 1/2 10 1/2																			
Hold Beams, length amidships 27 1/2																			
Keel 5 1/2 14 1/2 14 1/2 14 1/2 14 1/2 14 1/2 14 1/2																			
Scarp of Ditto 6 1/2 14 1/2 14 1/2 14 1/2 14 1/2 14 1/2 14 1/2																			
Keelsons 4 1/2 14 1/2 14 1/2 14 1/2 14 1/2 14 1/2 14 1/2																			
Scarp of Ditto 4 1/2 14 1/2 14 1/2 14 1/2 14 1/2 14 1/2 14 1/2																			
Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.																			
Heel-Knee, & Deadw'd abaft 1 1/4 1 1/4 1 1/4 1 1/4 1 1/4 1 1/4 1 1/4																			
Scarp of Keel, No. 8 1 1/4 1 1/4 1 1/4 1 1/4 1 1/4 1 1/4 1 1/4																			
Keelson Bolts through Keel at each Floor 1 1/4 1 1/4 1 1/4 1 1/4 1 1/4 1 1/4 1 1/4																			
Bolts thro' Heels of Timbers against Deadwood 1 1/4 1 1/4 1 1/4 1 1/4 1 1/4 1 1/4 1 1/4																			
Frame Bolts 1 1/4 1 1/4 1 1/4 1 1/4 1 1/4 1 1/4 1 1/4																			
Timbering. —The Space between the Floor Timbers and Lower Foothooks is 23 1/4 Inches. The Space between the Top-Timbers is 4 1/2 Inches.																			
The Floors consist of German Oak																			
The Second Foothooks of German Oak																			
The Main Keelson is Canadian Fir O and free from all defects.																			
The Transoms, Knightheads, Hawse Timbers, & Aprons of Fir O ditto.																			
Deadwood, of Fir O and lower piece and ditto.																			
The Stem, and Stern Post of Fir O and lower piece and ditto.																			
The Deck and Hold Beams of German Oak																			
The Breasthooks of Iron																			
The Knees of Iron																			
The Main piece of Rudder of Fir O of Windlass of Harfield, part																			
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 German Oak																			
The Topsides & Sheer-strakes German Oak																			
The Spirketting and Plank-sheers German Oak																			
The Water-ways { Upper Deck Pitch Pine & German Oak Lower Deck Canadian Fir O																			
The Decks Yellow Pine State of Good																			
The Shifts of the Planking are not less than 6 Feet 6 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 Canada & Fir Oak																			
Fastenings. —To Hold Beams dovetailed to Shelf and to Waterway 10 pair Hanging, 3 pair Staple & 1 pair Single Lod' Iron Nails																			
Cabin Sole Beams 5 pair Staple 1 pair Single Lod' Iron Nails																			
Deck Beams dovetailed to Shelf & inner Wat' secured 7/8 in. down across beams 30 pair Hanging and 29 pair Staple & 1 pair Single Lod' Iron Nails																			
Raised Quarter Deck has 9 pair Staple & 7 pair Hanging Iron Nails																			
Number of Breasthooks 7 in all for Pointers 5 1/2 pair for Crutches 4																			
Butt End Bolts are of Iron in the Bottom 2 1/2 pair in each Butt End & one Nut timber through and clenched.																			
Bilge and Limber Strakes bolted through and clenched. Treenails of German Oak																			
Thickstuff over Double Floors 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 A. Stephen & Son Surveyor's Signature Thos. Alexander

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

Crew Space at Present Not Deducted

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. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Chain	240	13"	34.0.0.0	240 x 13"	34.0.0.0	Bowers	719	17.3.21	18.19.0.7	16.3.9	18.0.0.0
2	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	RWC PT 90	305	31.12.73			(State Machine where Tested, and name of Superintendent).	744	16.3.4	18.2.3.4	16.3.9	18.0.0.0
2	Fore Topmast Stay Sails,	Hempen Stream	90	10"		10"		RWC PT 90	737	15.1.0	16.14.1.14	14.0.27	15.7.0.0
2	Main Sails,	Cable	90	8"		8"		Stream	71.9			7.0.0	
1	Main Top Sails,	Hawser	90	3"		5"		Kedges	3.2.0			3.2.0	
23	and other in all	Towlines	40	3 1/4"									
	Her Standing and Running Rigging	Warp	40	3 1/4"									

The present state of the Windlass is Good 1 Capstan 2 of which and Rudder Good Pumps 2 Metal

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? Back side ledges & Combings State size Hatch 8'1" by 6.2 1/2' 8.3' x 6.2' 3.1 1/2'

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

What arrangement for shifting beams? None

Hatches, themselves, whether strong and efficient? strong & efficient Main Hatchways.—State size

Order for Special Survey,	No. 284	Date 9-5-73	DATES of Surveys	1st. When the Frame is completed	4 11 13 15 18 20 22 24 26 28 30 31
Order for Ordinary Survey,	No. 56	Date 21-25 Nov 4	held while building,	2nd. When the Beams are put in, &c.	1 8 5 9 10 11 15 17 19 22 25 27
			as per Section 35.	3rd. {When completed, and before the plank be painted or payed}	29.30 Sept 13 15 22 24 25 28 29 Oct

General Remarks.

This is a similar vessel in dimensions and other particulars to the "B. Neptune" built by the same builders Dundee Report No. 3797 fitted up for Seal fishery and occasional voyages to & from N. America. Is fitted with Compound Engines & lifting screw propeller and riged as 3 masted Scho.

Is built of 8 & 9 years material square stern without beams propeller post 21 x 22" Cyl. 0" and Stern Posts Greenh. & Iron Back 14 1/2 x 33" with trunk Hatchway for screw. Has a raised Quarter deck abt 3'4" length to after part of post and 3'4" height. Has also a fall top gallant forecay 3'8 1/2 ft in length — plank outside 2 1/4 to 3 1/4 & Cyl. 2 1/2 aft Ga 0" & Beam, 13 1/4 x 8" of Cyl. 0" bonded with 14 ft 10" Sod' Kings.

Is over 6 breadth & 10 depths in length — Has 10 pure Arch plates 4 1/2 x 5 1/2 applied inside of frame secured & bolted into each timber as in the case of B. Neptune. Has also 4 pure 4 x 13 1/4 to 2 inch Iron Ricles 14 1/2 in length applied Round Belge in Engine & Boiler space bolted thro floors at lower end and Lower deck Shelf at upper end.

Boiler is fortified under Hold Beams with 9 pure Oak diagonal Ricles 2 pure Oak pointers over these and 6 thwartship Beams over these pointers all thoroughly thro bolted & planed with 3 ties of Stanchions from lower part hold Beams downward on each set of Beams & to Ricles. Has also been doubled outside with 2 1/2 in Iron Back over fell from about 3 ft under Gunwale down 12 ft 8 in and ships on Belge and in fore end for about 30 to 40 ft in length carried down to keel the whole fastened with 1/16 in Galvanized Iron bolts.

Engines & Boiler are fitted up about mid length & separated from Holds by 1/4 in plate iron Bulkheads fitted inside on ceiling & fastened to Oak timber Beams & otherwise stiffened with vertical Angle irons 3 1/2 x 3 x 7/16 30 in apart. Has also been battened as per rule (exclusive of Beams) Ricles excepted which under Appl. action by the Builders in the case of the "Neptune" was allowed to be confined to 1/5 length at each end.

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled part doubled over fell When last done

I am of opinion this Vessel should be Classed GA1

The Amount of the Entry Fee.....£ 5 : 0 : 0 is received by me,

Travelling Expenses, Special.....£ 34 : 7 : 0

(if any) £ Certificate.....£ 30

Committee's Minute 20th Decy 1874

Character assigned A 1 for 9 yrs

are Salted
J.B. MC



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