

No. 3942

Survey held at

Dundee

Date, first Survey

9/4/74

Last Survey

24 July 1873

on the

Barque Downemount

Master

W. C. Nicolson

Tonnage under Tonnage Deck

617.06

Ditto of Spar Deck, or Awning Deck

30.85

Ditto of Poop, or Raised Or. Dk.

11.65

Ditto of Houses on Deck

12.18

Ditto of Forecastle

671.74

Gross Tonnage

178.78

Crew Space, as per Rule

653.35

Register Tonnage, cut on Beam

653.35

Engine Room

Register Tonnage, as a Steamer, cut on the Beam

Built at

Payport

When built

1875

Launched

19-6-75

By whom built

Mitchell

Owners

W. Thomson

Port belonging to

Dundee

Destined Voyage

Montreal

If Surveyed while Building, Afloat, or in Dry Dock

Building - afloat

Length as per section 39	177	12	Extreme Breadth Outside	29	6	Depth of Hold	17	1 1/2	Number of Decks laid on	2
Length of Keel	169	5	IN SHIP. Moulded.	29	6	(Depth from limber-strakes to under side of lower deck beam)			2	thru 7
Scantlings of Timber.										
TIMBER AND SPACE	30 1/2		Middle.	30 1/2		Outside Plank.				
Floors	13 1/2	13 1/2	13 1/2	13 1/2	11 1/2	Garboard Strakes	4 1/4	4	Dimensions of Ship per Register,	
1st Foothooks	11	12 1/2	17 1/2	11 1/2		Garboard to Bilge	4 1/4			
2nd Ditto	10 1/2	11	10 1/2	10 1/2		Bilge Planks	4 1/4		length 178.4	breadth 29.5
3rd Ditto	9 1/2	10	9 1/2	9 1/2		Bilge to Wales	4 1/4		depth 18.7	
Top Timbers	4 1/2	10	4 1/2	4 1/2		Wales	4 1/4		Inside Plank.	
Deck	3 1/2	10 1/2	3 1/2	3 1/2		Topsides	4 1/4			
Beams	3 1/2	10 1/2	3 1/2	3 1/2		Sheer Strakes	4 1/4		Limber Strakes	10 1/2 x 10 1/2
Deck Beams, length amidships	2 1/2	12 1/2	2 1/2	2 1/2		Plank Sheers	4 1/4		Bilge Planks	4 1/2 x 48
Hold	2 1/2	12 1/2	2 1/2	2 1/2		Water	4 1/4		Ceiling in Flat	3 1/2 x 3 1/2
Beams	2 1/2	12 1/2	2 1/2	2 1/2		Upper Deck	4 1/4		Ditto Bilge to Clamp	3 1/2 x 3 1/2
Hold Beams, length amidships	2 1/2	12 1/2	2 1/2	2 1/2		Lower Deck	4 1/4		Hold Beam Clamps	3 1/2 x 3 1/2
Keel	4 1/2	14 1/2	4 1/2	4 1/2		Ditto, faying surface against Timbers	4 1/4		Deck Beam Ditto	3 1/2 x 3 1/2
Scarp of Ditto	6 1/2	15 1/2	6 1/2	6 1/2		Upper Deck	4 1/4		Ceiling 'twixt Decks	3 1/2 x 3 1/2
Keelsons	4 1/2	14 1/2	4 1/2	4 1/2					Hold Beam Shelves	3 1/2 x 3 1/2
Scarp of Ditto	6 1/2	15 1/2	6 1/2	6 1/2					Deck Beam Ditto	3 1/2 x 3 1/2

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Heel-Knee, & Deadw'd abaft	1 1/2	1 1/2	Transoms and throats of Hooks	1 1/2	1 1/2	Hold Beam	Waterway	1 1/2	1 1/2
Scarp of Keel, N° 8	1 1/2	1 1/2	Arms of Hooks	1 1/2	1 1/2	Bolts in	Knees	1 1/2	1 1/2
Keelson Bolts through Keel	1 1/2	1 1/2	Thro' Bilge and Limber Strakes	1 1/2	1 1/2		Shelf or Clamp	1 1/2	1 1/2
at each Floor	1 1/2	1 1/2	Thickstuff over Double Floors	1 1/2	1 1/2	Deck Beam	Waterway	7-8	7-8
Bolts thro' Heels of Timbers	1 1/2	1 1/2	Butt End Bolts	7-8	7-8	Bolts in	Knees	7-8	7-8
against Deadwood	1 1/2	1 1/2	Short Bolts in Ceiling	7-8	7-8		Shelf or Clamp	7-8	7-8
Frame Bolts	1 1/2	1 1/2	Pintles of the Rudder	3 1/2	3 1/2	Nails or Bolts in Flat of Deck		7-8	7-8

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 12 inches. The Space between the Top-Timbers is 4 to 6 1/2 inches.

The Floors consist of 36 Buck 20 Gr & 5 Bul Oak The First Foothooks of German & British Oak & a few Sarch

The Second Foothooks of Bul German Oak & Sarch The Third Foothooks and Top Timbers of Bul & Oak & Sarch

The Main Keelson is Iron & free from all defects. The Shifts of the First and Second Foothooks are not less than

The Transoms, Knightheads, Hawse Timbers, & Aprons of Sub B Oak ditto. N.B. When less than prescribed by the Rule, state how many.

Deadwood, of Pitch Pine & Oak and ditto. The rest of the Shifts of the Frame are

The Stem, and Stern Post of British Oak ditto. The Frame is well squared from First Foothook Heads upwards,

The Deck and Hold Beams of Oak & Sarch & 2 Pitch Pine and well free from sap, and from thence downwards, the frame is square

The Breasthooks of Iron The Breasts of Oak & Sarch & 2 Pitch Pine The entire Frames are each bolted together to the Gunwale.

The Knees of Iron & Bul Oak The Keel of Amst elm & 4 pp The Butts of the Timbers are close together; their thickness not

The Main piece of Rudder of Irish Oak of Windlass 2 Harfield ditto less than 3" up of the entire moulding at that place.

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Amst Elm and

From the above named Height to the Light Water Mark Pitch Pine

From the Light Water Mark to the Wales Pitch Pine & Sarch

The Wales and Black-strakes German Oak & Pitch Pine The Topsides & Sheer-strakes Pitch Pine & Oak

The Spirketting and Plank-sheers German Oak The Water-ways Upper Deck Pitch Pine & Oak

The Decks Pitch Pine Lower Deck Pitch Pine

The Shifts of the Planking are not less than 6 Feet up 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 Thru between, and without step-buttting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Pitch Pine

The Ceiling, Lower Hold, and between Decks Pitch Pine Shelf Pieces and Clamps Pitch Pine

Fastenings.—To Hold Beams 21 pair Staps 1/2" Iron Nails (14 pair along main body on fast with plain Iron throg timbers

and 3 1/2" aft & 4 for with 1/2" Iron Nails thro' clenched Has also 25 pair Hang Iron Nails 11 of these are Keelsons

4 x 1 1/2" Carved down over floor ends to within 7 feet of Keelson fast with 1" 1/2" Iron Nails

Deck Beams clowled to shelf & Brak and inner Wall clowled down 7/8 across Beam ends 29 pair Hang Iron Nails

also 7 pair Staps & 3 pair Single Iron also 1 pair aft & 2 pair for single Staps Nails of Bul Oak

Number of Breasthooks 6 in all Pointers 2 pair for 1 1/2" aft Crutches 5 in all

Butt End Bolts are of 1/2" Iron in the Bottom 2 & 3 Bolts in each Butt End One through and clenched.

Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Oak & Bul Oak & Locust How Made Engine turned

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 James Mitchell

Surveyor's Signature

T. Alexander

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

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Chain	240	1 1/2	40.10.00	1 1/2	40.10.00	Bowers	1713	22.2.9	22.15.09	21.0.9	21.12.09
4	Fore Top Sails,	(State Machine where Tested, and name of Superintendent)		26-4-75	58.14.00	1 1/2	40.10.00	(State Machine where Tested, and name of Superintendent)	1740	20.2.0	21.3.3.0	21.0.0	21.12.00
2	Fore Topmast Stay Sails,	Dates of Certificates	90	7-8-54		13-16		Dates of Certificates	1692	19.9.4	20-4-75	17.3.11	19.0.09
1	Main Sails,	Cable	"	7"		7		Stream with Stock		9.1.2	6-4-75	9.0.0	
2	Main Top Sails, and other masts	Hawser	"	10"		4		Kedges &c.		4.3.7		4.2.0	
		Towlines	"	5 1/2"						2.1.10			
		Warp	"	4 1/2"									
		All of G ^o quality	"										

Her Standing and Running Rigging Min. Hump sufficient in size and also in quality. She has 6m 23ft Long Boat and two others 18 1/2 & 16 1/2

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Low Sump double acting

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?

Has 3 pair scuppers & 3 pair Ports

Cargo Hatchways.—How formed? Iron keels & Cumbings State size Main 13.0 x 7.0 Fore 4 1/2 x 4 1/2 After 4 1/2 x 4 1/2

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

What arrangement for shifting beams? one a Main Hatch

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

Order for Special Survey, No. <u>299</u>	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>9 17 30 = 4 74</u>	<u>13. 26 = 5m</u>	<u>9. 19 = 6m</u>
Date <u>15 June 1874</u>		2nd. When the Beams are put in, &c.	<u>7. 25 = 7m</u>	<u>7. 28 = 8m</u>	<u>11. 9m</u>
Order for Ordinary Survey, No. <u>35</u>		3rd. When completed, and before the plank be painted or payed	<u>4 = 11m</u>	<u>7. 26 12m 74</u>	<u>6. 27 = 2m 11. 25. 3</u>
Date <u>No 3 in Yard</u>			<u>19. 4m</u>	<u>5. 29 = 5m</u>	<u>4. 19 22. 25 = 6m</u>

General Remarks. This vessel is round sterned. The Main deck extends fore & aft to ends, having a raised Quarter deck 36 1/2 ft in length to after part post and 4 ft in height formed around a full Prop House Cabin 24 ft x 18 1/2 ft along the body of it the whole efficiently framed and bound with Beams Run & so. Forward has an Anchor deck about 19 ft in length and 4 ft high. Is built of 8 years materials fastened externally with trenails & mixed metal bolts & clumps in all external fastenings from lower part of keel up to 4 1/5" depth above which all fastenings outside are of Galvanized Iron as per Rule Section 46. Is 6 Breadths and nearly 10 depths in length & has fitted 18 pair 4 1/4 x 3 7/8 in Arch plates applied outside secured onto Coated & bolted frame timbers as per Rule Section 39. Has also been built under a roof in conformity with the requirements of the Rule Section 48.

Also in accordance with rule section 37 has had the frame salted the usual stops and Air Cows being applied. Fore & Main lower Masts are Iron Foremast ext. 6 7/8 ft diam at Part 26 3/4 at Cap 18" Main Mast ext. 7 1/2 ft 25m at Part & 18" at Cap Have 4 plates in round about 10 ft lengths 7/16 in body & 3/8 in ends double rail rivetted laps and triple butt. Straps 1/4 thicker than plates. A mid section submitted Jan 74 Off reply 2/7/74 Sketch Iron Nelson Sub 7/74 off reply 29/7/74 Lower 4 1/2 x 6 x 4 1/2 Keel in Blocks 25/3/74 Complete in frame 31/7/74 Commenced planking 27/11/74

Present condition of Caulking of Bottom efficient Deck, efficient and Waterways efficient
If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Sub Metal in felt When last done efficient
I am of opinion this Vessel should be Classed 11 A1
The Amount of the Entry Fee.....£ 5 : - : - : is received by me, S. Alexander
Travelling Expenses, Special. 654 £ 32 : 14 : - :
(if any) £ Certificate.....£ 31 : 14 : - :
Committee's Minute 27th July 18 75
Character assigned 11 A1 for 11 Years
As per
S. Alexander
Sec'd
Roof

This vessel appears eligible to be classed as recommended by 8 yrs under Table A 1st for Metal plates 1st for Salted 1st for Roof 1st for Chains and anchors have been tested at a recognised machine - Salted - Roof - of 27/11/75