

Survey held at Dumbarton Date Jan 29 1864
on the Ship Demerara Master John J. ...
Tonnage Old New 486.30 Built at Dumbarton When built 1864 Launched Jan 1864
By whom built A. M. Millan & Son Owners John J. ...
Port belonging to Greenock Destined Voyage Glyde to West Indies
If Surveyed while Building, Afloat, or in Dry Dock while building

Length aloft	Feet		Inches		Extreme Breadth Outside	Feet		Inches		Depth of Hold	Feet		Inches	
	Actual	Required	Actual	Required		Actual	Required	Actual	Required		Actual	Required	Actual	Required
130	5	5	29	2	18	5								
Scantlings of Timber.														
Timber and Space														
Floors	28	12	10	10	10	28	12	10	10	10	28	12	10	10
1st Foothooks	10	10	10	10	10	10	10	10	10	10	10	10	10	10
2nd Ditto	10	10	10	10	10	10	10	10	10	10	10	10	10	10
3rd Ditto	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Top Timbers	8	6	8	6	6	8	6	8	6	6	8	6	8	6
Deck { N° 26 Average Space { 2 ft 6 in	9	9	9	9	9	9	9	9	9	9	9	9	9	9
Deck Beams, length amidships	27	27	27	27	27	27	27	27	27	27	27	27	27	27
Hold { N° 21 Average Space { 3 ft 2 in	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Hold Beams, length amidships	27	27	27	27	27	27	27	27	27	27	27	27	27	27
Keel	13	15	13	15	13	13	15	13	15	13	13	15	13	15
Scarp of Ditto	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Keelsons	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Scarp of Ditto	15	15	15	15	15	15	15	15	15	15	15	15	15	15

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.														
Heel-Knee, and Deadwood abaft					Transoms and throats of Hooks					Hold Beam Bolts in				
Scarp of Keel N° 8					Arms of Hooks					Knees				
Keelson Bolts through Keel at each Floor					Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors					Shelf or Clamp				
Bolts through Heels of Timbers against Deadwood					Butt End Bolts					Waterway				
					Pintles of the Rudder					Knees				
										Shelf or Clamp				
										Nails or Bolts in Flat of Deck				
										Treenails				

Timbering.—The Space between the Floor Timbers and Lower Foothooks is close Inches. The Space between the Top-Timbers is 5 Inches.
The Floors consist of German & English Oak The First Foothooks of German, French & Eng. Oak
The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak
The Shifts of the First and Second Foothooks are not less than 1/2 Extreme B.N.B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are sufficient

The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared

The alternate Frames are all bolted together to the Gunwale.

N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 3/4 of the entire moulding at that place.

The Frame is cross chocked with no Butt at each end of the chock.

The Main piece of Rudder is British Oak

The Main Keelson is Greenheart and free from all defects.

The Main piece of Windlass is British Oak

The Stem, and Stern Post, consist of British Oak

The Transoms, Aprons, Knight Heads, and

Hawse Timbers of British Oak Deadwood, of Oak & B. O. Spruce and are free from all defects.

The Deck and Hold Beams consist of Greenheart & Oak The Breasthooks of iron The Knees of iron

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is American Red Elm

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

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

The Wales and Black-strakes are Pitch Pine & Greenheart The Topsides Pitch Pine

The Sheer-strakes and Plank-sheers Greenheart & Red Pine The Water-ways { Upper Deck Red Pine
Lower Deck Am. Oak

The Decks Yellow Pine State of —

The Shifts of the Planking are not less than five 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 American Oak

The Ceiling, Lower Hold, and between Decks American Oak Shelf Pieces and Clamps Am. O. & Greenheart

Fastenings.—To Hold Beams thick Shelves and Waterways, Lodging Vines in Mast Rims and a Hanging Vine and some Bolts of separate beams

Deck Beams thick Shelves and Waterways, Lodging Vines in Mast Rims, and a pair of hanging Vines to cap of beam

Number of Breasthooks 7 of iron Pointers of iron Crutches 5 of iron

Butts End Bolts are of Yellow Metal in the Bottom, and two Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made —

Thickstuff over Double Floors is 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 Archd. M. Millan & Son Surveyor's Signature A. B. Darling

212896

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.
<u>A double</u> <u>set of</u> <u>Sails</u> and	Fore Sails,	Tested to 34 Tons	270 1 1/2	Tested to 21 Tons	24.2.0
	Fore Top Sails,	Chain		Bower,	323.3.20
	Fore Topmast Stay Sails,	Hempen Stream Cable	80 9	Stream,	23.1.24
	Main Sails,	Hawser		Kedge,	11.3.7
	Main Top Sails,	Towlines	80 7		
		Warp	80 6 1/2		
		All of <u>Good</u> quality.			

Her Standing and Running Rigging Hemp sufficient in size and Good in quality.She has One Long Boat and two othersThe present state of the Windlass is new Capstan new Rudder new Pumps new

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>Built under Special Survey between</u>
	2nd. When the Beams are put in, &c.	<u>the following dates 5th Nov^r 1863 to</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>29th Jan^y 1864</u>

This vessel is fitted with ten pairs of Diagonal Straps 1 1/2" x 5/8" fit into the inside of the Frame and through bolted in every timber; also with double floors and thick stuff worked and through bolted as prescribed by Rule. The whole of the fastenings inclusive of the Nails of the Cant Timbers are of Yellow Metal. Nails in flat of Copper Deck are Galv^d Nails

Arch^d W^m Millan Esq

Present condition of Caulking of Bottom, Good Deck, Good and Waterways GoodIf Sheathed, Doubled, Felted, or Coppered 1st time felt to the Water When last doneI am of opinion this Vessel should be Classed 10 A.1

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

Special£ 34 : 6 : :

Certificate£ 1 : 10 : :

Committee's Minute 9th February 1864Character assigned A 1 for 10 Years26 Feb 24/1864

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