

Survey held at Glasgow Date March 18<sup>th</sup> 1865  
on the "Michael Angelo" Master not appointed  
Tonnage Old 108 2/5 New 104 1/2 Built at Glasgow When built 1855 Launched 13 Feb 55  
By whom built Connell & Co Owners John Ridgett & Sons  
Port belonging to London Destined Voyage Bombay  
Is surveyed while Building, Afloat, or in Dry Dock whilst building

Length aloft		Feet.	Inches.	Extreme Breadth Outside		Feet.	Inches.	Depth of Hold		Feet.	Inches.
" on deck 210 7/8		211	2	38 1/2		38	6	22 2		22	2
Scantlings of Timber.											
		IN SHIP.		REQUIRED PER RULE.		Outside.		Thickness of Plank.		Inside.	
		Sided.	Moulded.	Sided.	Moulded.			In Ship.	Required per Rule.	In Ship.	Required per Rule.
TIMBER AND SPACE		18	1	18	1	Garboard Strakes ..		12 1/2	10	Limber Strakes ....	
Floors		25	1 1/2	22 1/2	1 1/2	Garboard to Bilge ..		8 1/2	10	Bilge Planks .....	
1st Foothooks		5	3 1/2	9 1/2	3	Bilge Planks .....		8 1/2	10	Ceiling in Flat ....	
2nd Ditto		3 1/2	3	8 1/2	3	Bilge to Wales ....		8 1/2	10	Ditto Bilge to Clamp	
3rd Ditto		"	"	"	"	Wales .....		8 1/2	10	Hold Beam Clamps ..	
Top Timbers		"	"	"	"	Topsides .....		5 1/2	12 1/2	Deck Beam Ditto ..	
Deck } No. Average Space		9	2 1/2	8 1/2	8	Sheer Strakes .....		12 1/2	12 1/2	Ceiling 'twixt Decks	
Beams } Angle Bars on top		3 1/2	3	8 1/2	3 1/2	Plank Sheers .....		4	4	Hold Beam Shelves ..	
Deck Beams, length amidships		3 1/2	3	8 1/2	3 1/2	Water } Upper Deck		13 1/2	12 1/2	Deck Beam Ditto ..	
Hold } No. Average Space		9	2 1/2	8 1/2	8	Ways } Lower Deck					
Beams } Angle Bars on top		3 1/2	3	8 1/2	3 1/2	Ditto, faying surface		13 1/2			
Hold Beams, length amidships		3 1/2	3	8 1/2	3 1/2	Upper Deck .....		4 x 8 1/2	4		
Keel		15 1/2	1 1/2	15 1/2	1 1/2						
Scarphs of Ditto		6 ft 10 in	10	10	8						
Keelsons		10	13	15	13						
Scarphs of Ditto		"	"	"	"						

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.											
		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.		
Heel-Knee, & Deadwood abaft		1 1/2	1 1/2		Transoms and throats of Hooks					Hold Beam } Waterway ..	
Scarp of Keel, No. 10		1 1/2	1 1/2		Arms of Hooks .....					Bolts in } Knees .....	
Keel Bolts through Keel at each Floor .....		1 1/2	1 1/2		Thro' Bilge & Limber Strakes					Shelf or Clamp	
Bolts thro' Heels of Timbers against Deadwood .....					Thickstuff over Double Floors					Deck Beam } Waterway ..	
					Butt End Bolts .....		1	1	1 1/2	Bolts in } Knees .....	
					Pintles of the Rudder .....		3 1/2	3 1/2	3 1/2	Shelf or Clamp	
										Nails or Bolts in Flat of Deck	
										Treenails .... Inches	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 2 Inches.  
The Floors consist of Iron Plate The First Foothooks of Iron Framed  
The Second Foothooks of Iron Framed extend from middle The Third Foothooks and Top Timbers of Iron to Gunwale  
The Shifts of the First and Second Foothooks are not less than N. B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are The Reverse Frames extend from middle line to N<sup>o</sup> 15 and abate to Gunwale  
The Frame is squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is

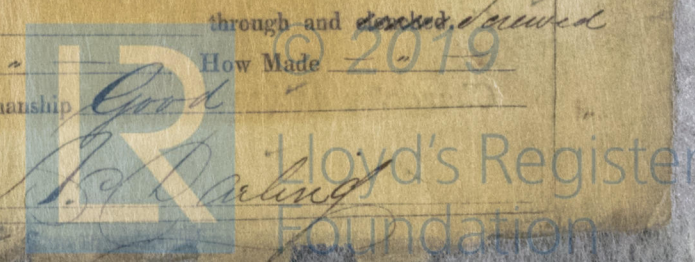
The Frames are bolted together to the Gunwale. N. B. If not, state how bolted.  
The Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place.  
The Frame is chocked with Butt at each end of the chock. The Main piece of Rudder is British of Windlass is British  
The Keel is Am<sup>er</sup> & Eng<sup>l</sup> The Main-Keelson is of plate and Angle Bars and free from all defects.  
The Stem, and Stern Post of Plate The Transoms, Knight Heads, Hawse Timbers, and Aprons of Iron Plate & Teak Deadwood, of Teak and are free from all defects.

The Deck and Hold Beams of Built Iron 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 (Rock Elm)  
From the above named Height to the Light Water Mark Teak  
From the Light Water Mark to the Water Teak  
The Wales and Black-strakes are Teak The Topsides & Sheer-strakes Teak  
The Plank-sheers Teak The Water-ways Upper Deck Teak Lower Deck  
The Decks Yellow Pine State of new

The Shifts of the Planking are not less than six 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 sheer between, and without step-butting.  
Planking Inside.—The Limber-strakes and Bilge-strakes are Teak and Gunheart  
The Ceiling, Lower Hold, and between Decks Gunheart & Teak Shelf Pieces and Clamps  
Fastenings.—To Hold Beams Welded Unis riveted to Frames. Hold Beam Stringer Plate 2 1/2 x 9/8, and an Angle Bar 5 x 4 1/2, riveted on top  
Deck Beams Welded Unis riveted to Frames. Gunwale Plate 30 x 10 and an Angle Bar 5 x 4 1/2, riveted on top

Number of Breasthooks Five Pointers Five Crutches Five  
Butt End Bolts are of Yellow Metal in the Bottom: two Bolts in each Butt End through and clenched  
Bilge and Limber Strakes bolted through and clenched. Treenails of Iron How Made  
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 Charles Connell & Co Surveyor's Signature A. J. Darling

8530-0358  
GLS143-0358



2310 gcs

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

She has SAILS.

N<sup>o</sup>.

Fore Sails,  
Fore Top Sails,  
Fore Topmast Stay Sails,  
Main Sails,  
Main Top Sails,

and

CABLES, &c.

Tested by a W. H. P. C. A.  
May 17<sup>th</sup> 1864 to 55 fms  
Chain ..... 300  
Hempen Stream Cable ..... 90  
Hawser ..... 50  
Towlines ..... 90  
Warp ..... 90  
All of Good quality.

ANCHORS, and their weights.

Tested by a W. H. P. C. A.  
May 17<sup>th</sup> 1864 to 35 fms  
Bower, ..... 35.3.3  
Stream, ..... 12.1.13  
Kedge, ..... 3.0.0

Her Standing and Running Rigging Galv<sup>d</sup> Wire is insufficient in size and Good in quality.

She has Two Long Boats and Two Life Boats

The present state of the Windlass is new Capstan new Rudder new Pumps new and efficient

### 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 Built under special survey from the  
2nd. When the Beams are put in, &c. 1<sup>st</sup> July 1864 to the 18<sup>th</sup> March 1865  
3rd. { When completed, and before the }  
plank be painted or payed }

Stanchions of Teak, with Teak backing fitted between each flush with the upper part of the strake. Butt straps to Gunwale Plate and the strake ribbed. Diagonals on beams 9 x 4. Six feet apart on the square. Diagonal tie plates on both sides of beams 18 x 4. Fitted with an intermediate intercostal keelson in flat of bottom 20 x 4, with two angle bars 5 x 4 x 9. Bilge keelson formed with a foundation plate 14 x 4, and a butt plate 9 x 4 between two angle bars 5 x 4. Stranded above bilges two angle bars back to back 5 x 4 x 9. Plank fastened with 1 in yellow metal screw bolts from keel to Gunwale, with yellow metal nuts on frames. Poop and Forecastle Decks with Galvanized iron screw bolts. Fitted with a full Poop and Forecastle and a House on Deck for the crew. Masts and bowsprit of iron, formed of four plates 30 x 30 thick. Butts ribbed chain riveted, lands double clincher. Topmasts of Blochain steel 30 thick in two plates with two angle bars through them 32 x 32 x 50. Butts chain and lands double clincher riveted. Fore and Main yards, upper and lower topsail & cross jack yards of 30 x 30 steel with angle bars 32 x 32.

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

If Sheathed, Doubled, Felted, or Coppered Galv<sup>d</sup> Iron to upper part of hull When last done

I am of opinion this Vessel should be Classed 14-A

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

Special ..... £ 58 : 14 : :

\* Certificate ..... £ 10 : :

Committee's Minute 24<sup>th</sup> March 1865

Character assigned A 1 for 14 years

Iron frame planed Expt B.S.

\* To be sent to Registrar Office for delivery