

143 No. 2431 Survey held at Glasgow Date Jan 13 1888
on the B. Kappa Master
Tonnage under tonnage deck 515.32 Built at Glasgow When built 1805 Launched 12 Dec 1805
Ditto of poop or spar deck 40 By whom built C. Stephen & Sons Owners Bash & Son
Total tonnage 515.72 Port belonging to Swansea Destined Voyage South America
Surveyed while Building, Afloat, or in Dry Dock whilst building and afloat

Length as per section 39	154	5	Feet.	Extreme Breadth Outside	24	2	Feet.	Depth of Hold	17	0	Feet.	Number of Decks	One
Length of Keel	144			IN SHIP				(Depth from limber-strakes to under side of lower deck beam)	9	6	9		
Scantlings of Timber.													
TIMBER AND SPACE								Outside Plank.					
Floors	1/2	1/2						Garboard Strakes	12	8			
1st Foothooks	3 1/2	3 1/2						Garboard to Bilge	5	1	5		
2nd Ditto	3 1/2	3 1/2						Bilge Planks	5	1	5		
3rd Ditto	3 1/2	3 1/2						Bilge to Wales	5	1	5		
Top Timbers								Wales	5	1	5		
Deck Beams	7	7						Topsides	4	1	4		
Deck Beams, length amidships	3 1/2	3 1/2						Sheer Strakes	4	1	4		
Hold Beams	7	7						Plank Sheers	4	1	4		
Hold Beams, length amidships	3 1/2	3 1/2						Water-Ways	13				
Keel	13 1/2	15						Upper Deck					
Scarp of Ditto	10	10						Lower Deck					
Keelsons	10	10						Ditto, faying surface against Timbers					
Scarp of Ditto	10	10						Upper Deck	3 1/2	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							Transoms and throats of Hooks					
Scarp of Keel, N°	1							Arms of Hooks					
Keelson Bolts through Keel	1 1/2							Thro' Bilge & Limber Strakes					
at each Floor	1 1/2							Thickstuff over Double Floors					
Bolts thro' Heels of Timbers								Butt End Bolts	3				
against Deadwood								Pintles of the Rudder	3				
Hold Beam								Waterway					
Bolts in								Knees					
Deck Beam								Shelf or Clamp					
Bolts in								Waterway					
Nails or Bolts in Flat of Deck								Knees					
Treenails								Shelf or Clamp					

Timbering.—The Space between the Floor Timbers and Lower Foothooks is — Inches. The Space between the Top-Timbers is — Inches.
The Floors consist of — The First Foothooks of —
The Second Foothooks of — The Third Foothooks and Top Timbers of —
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 Frame is — squared from 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 — of Windlass is —
The Keel is — The Main Keelson is — and — free from all defects.
The Stem, and Stern Post of — The Transoms, Knight Heads, Hawse Timbers, and Aprons of — Deadwood, of — and are — free from all defects.
The Deck and Hold Beams of — The Breasthooks of — The Knees of —

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is —
or to the First Foothook Heads }
From the above named Height to the Light Water Mark —
From the Light Water Mark to the Wales —
The Wales and Black-strakes are — The Topsides & Sheer-strakes —
The Spunketing and Plank-sheers — The Water-ways { Upper Deck —
Lower Deck —
The Decks — State of —
The Shifts of the Planking are not less than — 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 — between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are —
The Ceiling, Lower Hold, and between Decks — Shelf Pieces and Clamps —
Fastenings.—To Hold Beams —
Deck Beams —
Number of Breasthooks — Pointers — Crutches —
Butt End Bolts are of — in the Bottom, — Bolts in each Butt End — through and —
Bilge and Limber Strakes — bolted through and clenched. Treenails of — How Made —
Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship —
We certify that the above is a correct description of the several particulars therein given
Builder's Signature — Surveyor's Signature —

GLS1413-0430

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

She has SAILS.		CABLES, &c.			ANCHORS, &c.				
N ^o .		Tested by Messrs. Board Dec. 20 th / 05	Fathoms.	Size.	Tested to, as per Certificate.	Tested by Thompson Dec. 20 th / 05	N ^o .	Weight, Ex. Stock.	Tested to, as per Certificate.
A double suit of Sails and	Fore Sails,	Chain	170	170	3 1/4	Bower,	3	18.2.21 5.1.15	19.13.0.14
	Fore Top Sails,	Hempen Stream Cable ..	90	8 1/2				18.0.0 5.2.25	19.0.0
	Fore Topmast Stay Sails,	Hawser	90	8				15.2.25 2.5.14	17.5.0.14
	Main Sails,	Towlines	90	8 1/2		Stream,	1	10.1.15 1.2.0	8.15.5
	Main Top Sails,	Warp	90	4		Kedge,	2	13.0.4 5.0	5.12.0.21
		All of Good quality.						7.3.5 2.5	4.7.0.21

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

She has One Long Boat and Life Boat and Cyg

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

Order for Special Survey,

No. 393 Date 18th May 1865

DATES of Surveys held while building, as per Section 35.

- 1st. When the Frame is completed Built under Special
- 2nd. When the Beams are put in, &c. Survey from the 25th July
- 3rd. { When completed, and before the plank be painted or payed } the 12th Jan 1865

Order for Ordinary Survey,

No. Date

General Remarks

Hull fastened with 1 1/2 Galvanized Iron screw bolts spaced one between each Floor, Hull Plate 20 x 70, Bilge Plate 20 x 70 all fore and aft, Sheerstrake 30 x 70, Gunwale Plate 20 x 70, Hold Beam Stringer Plate 18 x 70, Angle Bars 4 x 3 1/2 x 70, Diagonals and Frames 10 x 70, Plank on deck 10 x 70, Butts of Sheerstrake and Gunwale Plate tube riveted. Bilge Keelson formed of a Built Bar 7 x 70 and two Angle Bars 4 x 3 1/2 x 70. one Bilge Keelson one holy stringer on each side of two Angle Bars 4 x 3 1/2 x 70 back to back, fastened to four fifths depth of Hold with 10 Yellow Metal Nut and screw bolts, remainder with Galvanized Iron. Fore main and bowsprit of iron, formed of three plates 70 x 70 thick, lands double clenched, butts tube carvel riveted. Fore & main yards of two plates, lands single clenched, butts double carvel riveted, 70 x 70 thick, remainder of spars of wood. Built under a Prop in conformity with Section 52.

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal and felt When last done

I am of opinion this Vessel should be Classed 15 A. 1

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

Jan 1866

Special£ 25.16 : :

Certificate£ anti :

D. Darling

Committee's Minute 19th January 1866

Character assigned A 1 for 15 Years

Mr. Pott

Mr. Pott

Iron frame-planked
Engl BS

