

COMPOSITE SHIP.

2572

Rec 30/7/66

No. 2512 Survey held at Glasgow Date 27/7/66 1866
 on the Steamer "Mistero" in evero Master R. P. Baigie Bath 23/4/66
 Tonnage under tonnage deck 191.03 Built at Glasgow When built 1868 Launched 8 June 1868
 Ditto of poop or spar deck
 Ditto of engine room By whom built Steph. & Co. Owners Hainsworth
 Gross tonnage
 Total Register tonnage 191.03 Port belonging to Liverpool Destined Voyage Calparaiso
 If Surveyed while Building, Afloat, or in Dry Dock whilst building and afloat

Length aloft	Extreme Breadth	Depth from top of Upper Deck Beam to top of Floor	Power of Engines	Horse	N ^o . of Decks
120	30	9			One

Description	Inches in Ship		Inches required per Rule	
	Inches	16ths	Inches	16ths
Keel, siding and moulding	10	12	10	10
„ plate, breadth and thickness	18	70		
Stem, siding and moulding	10	14	10	10
Fore deadwood plate, breadth and thickness	10	70		
Stern-post, siding and moulding	10	14	10	10
After deadwood plate, breadth and thickness	10	70		
Distance of Frames from moulding edge to moulding edge, all fore and aft	18		18	

Description	Inches in Ship		Inches required per Rule	
	Inches	16ths	Inches	16ths
Iron Sheerstrake, breadth and thickness	20	70	20	70
„ Bilge Plate ditto ditto	13	70	13	70
Diagonal Plates on Frames	6	70	6	70
Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	20	70	20	70
Angle Iron on ditto	3	3	3	3
Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	10	70	10	70
Diagonal Tie Plates on	10	70	10	70
Flat of Upper Deck, thickness	3	5	3	5
Ceiling betwixt Decks, thickness	2	5	2	5
„ in Hold, thickness	2	4	2	4
Clamps or Spirketting ditto				
Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness				
Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams				
Stringers in Hold	3	3	3	3
Flat of Lower Deck, thickness				
Diameter of Hold Pillars	2	4	2	4
Main piece of Rudder, diameter at head	12		12	

The Floors consist of Iron Plates The Main piece of Rudder is of of Windlass is Great

The Keel is Am. P. & L. Elm The Main Keelson is Iron Plates & Angle B. and is free from all defects.

The Stem, and Stern Post of Lead The Transoms, Knight Heads, Hawse Timbers, and Aprons of Am. Plates and Angle B. Deadwood, of Lead and are is free from all defects.

The Deck and Hold Beams of Bulk and Angle B. The Breasthooks of Lead The Knees of Am.

Planking Outside.—From the Keel to the Height defined in Note to Table A) the Plank is American Rock Elm
 or to the First Foothook Heads

From the above named Height to the Light Water Mark Red Pine
 From the Light Water Mark to the Wales Red Pine

The Wales and Black-strakes are Red Pine The Topsides & Sheerstrakes Red Pine

The Spirketting and Planksheers Red Pine The Water-ways { Upper Deck Cedar
 Lower Deck

The Decks Yellow Pine State of new How fastened to Beams nut and screw bolts

The Shifts of the Planking are not less than six 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 free between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Red Pine
 The Ceiling, Lower Hold, and between Decks Batens Shelf pieces and Clamps is

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double

Planksheer, how secured to the plating of the sides { Explain by sketch nut and screw bolts
 if necessary.

Waterway „ „ planksheer and to the Beams

Deck Beams, how secured to the side? Welded knees riveted to Frames

Hold or Lower Deck ditto

General Quality of Workmanship Good No. of breasthooks Am. crutches Am.

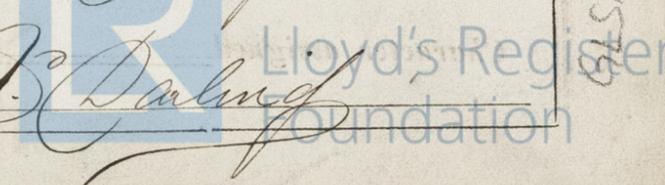
What description of Iron is used for the Frames, Beams, Keelsons, Stringer and Tie Plates, Outside Plating, &c.? Dundee and Am.

Manufacturer's name or trade mark

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature A. C. Stephen Surveyor's Signature A. B. Dalrymple

GLS/43-0474



143

2512 Glo.

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, Galvanized Iron, or Iron.

Table with columns for material (Copper or Y.M. in Ship, Iron in Ship), inches required per Rule, and various ship components like Deadwood, Keelson Bolts, and Rudder Pintles.

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

Table with columns for SAILS, CABLES, &c., ANCHORS, &c., and various specifications like Fathoms, Inches, Test as per Certificate, In. req'd per Rule, No., Weight, Ex. Stock, Test as per Certificate, W'ght req'd per Rule, Test req'd per Rule.

Her Standing and Running Rigging Galv. Wire sufficient in size and Good in quality.

She has One Long Boat and one life Boat
The present state of the Windlass is new Capstan new and Rudder new Pumps new and efficient

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought
No. 447 Surveys held 2nd. On the plating during the progress of rivetting Butt under special survey
Date April 1866 while building 3rd. When the beams were in and fastened, and before the decks were laid from the 12th April to
Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated the 27th July 1866
No. 1 Section 18. 5th. After the ship was launched
Date 1866
State if she has a Spar Deck No Poop No or Forecastle No

General Remarks,
Fitted with an extra stringed in flat of Bottom formed of two Angle Bars 3x3x10; Bilge Nelson and side stringed of similar Angle Bars.
The outside Planking though fastened with 10 Yellow Metal Nut and screw bolts to the height of four fifts the depth of Hold. The remainder of Galvanized iron, and in all other respects as per accompanying approved midship section

In what manner are the surfaces of Iron Work preserved from oxidation by Putty Lead and Oil Paints
Present condition of Caulking of Bottom Good Deck, Good and Waterways Good
If Sheathed, Doubled, Felted, or Coppered 2 1/2" on felt When last done now done
I am of opinion this Vessel should be Classed GA. 1
The Amount of the Fee.....£ 2 : : is received by me,
Special£ 9 : 11 :
Certificate£ gratis

Committee's Minute 31st July 1866
Character assigned A 1 for 9 Years
Engl BS from frame-planked 30 July 1866
W.H.

