

COMPOSITE SHIP.

No. 2846 Survey held at Dumbarton Date 18 April 1888
 on the ship "Berberie" Master Latta

Tonnage under tonnage deck 155.88 Built at Dumbarton When built 1887 Launched 25 April 1888

Ditto of poop, 12.46 or spar deck
 quarter deck 12.46 or spar deck
 Ditto of engine room 2.88

By whom built A. & J. Millar & Co. Owners

Gross tonnage 159.88
 Total Register tonnage 159.88

Port belonging to Greenock

Destined Voyage West Indies

Surveyed while Building, Afloat, or in Dry Dock whilst building and afloat

Feet.		Inches.		Feet.		Inches.		Depth from top of Upper Deck Beam to top of Floor		Feet.		Inches.		Horse.		No. of Decks	
Length aloft		110		Extreme Breadth		31.5		Deck Beam to top of Floor		18		4				One	
Dimensions of Ship per Register, length 114 breadth 31.5 depth 18.3																	
Keel, siding and moulding		14 x 15 1/2		Inches in Ship.		Inches required per Rule.		for 100 tons Scale.		Garboard Strakes, thickness		10		10			
,, plate, breadth and thickness		28 x 1/2		14 x 15 1/2		28 x 1/2		14 x 15 1/2		Garboard to Topsides ditto		5 1/2		5 1/2			
Stem, siding and moulding		14 x 18		14 x 14		14 x 14		14 x 14		Topsides ditto		10		10			
Fore deadwood plate, breadth and thickness		14 x 1/2		14 x 1/2		14 x 1/2		14 x 1/2		Sheerstrakes ditto		10		10			
Stern-post, siding and moulding		14 x 18		14 x 15 1/2		14 x 15 1/2		14 x 15 1/2		Planksheers ditto		10		10			
After deadwood plate, breadth and thickness		14 x 1/2		14 x 1/2		14 x 1/2		14 x 1/2		Water-way Upper Deck		10		10			
Distance of Frames from moulding edge to moulding edge, all fore and aft		18		18		18		18		Water-way Lower Deck		10		10			
Frames, Size of Angle Iron, single or double		4 x 3 1/2		16ths in Ship.		In. req'd per Rule.		In. req'd per Rule.		Iron Sheerstrake, breadth and thickness		4 1/2		18		18 1/2	
,, Reversed Iron, if to every frame		to the Hold Beams		4 x 3 1/2		4 x 3 1/2		4 x 3 1/2		,, Bilge Plate ditto ditto		19		90		18 1/2	
,, or every other frame		to the Gunwale		4 x 3 1/2		4 x 3 1/2		4 x 3 1/2		Diagonal Plates on Frames		7		90		7	
Floors, depth and thickness of Floor Plate at Mid line		2 1/2		8		20 1/2		8		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		2 1/2		90		2 1/2	
,, Ditto ditto at Bilge Keelson		12		8		8		8		Angle Iron on ditto		4 1/2		3 1/2		4 1/2	
,, Size of Reversed Angle Iron, and No. 1 3 2 at top of Floor Plate		3		2 1/2		90		3		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways		11 1/2		90		11 1/2	
,, If of Wood, siding & mould'g, at Mid. line		8		8		8		8		Diagonal Tie Plates on ditto		11 1/2		90		11 1/2	
Beams, Deck (No. 1) double Angle Iron, Plate, Tee, or Bulb Iron		7 1/2		8		7 1/2		8		Flat of Upper Deck, thickness		3 1/2		5		3 1/2	
,, double or single Angle Iron, on upper edge		3		3		90		2 1/2		Ceiling betwixt Decks, thickness		2		5 1/2		2	
,, average space between centres		4		10		4		10		,, in Hold, thickness		3		8		3	
,, Hold, or Lower Deck (No. 1) double Angle, Tee, Plate, or Bulb Iron		8 1/2		8		8 1/2		8		Clamps or Spirketting ditto		10		10		10	
,, double or single Angle Iron, on upper edge		3		3		90		3		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness		18		90		18	
,, average space between centres		4		10		4		10		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams		4 1/2		3 1/2		4 1/2	
Keelson, single or double plate, box, or intercostal		single plate		12		12		12		Stringers in Hold		4 1/2		3 1/2		4 1/2	
,, Size of Plates		14 x 1 1/2		10		13 1/2		10		Flat of Lower Deck, thickness		18		16		18	
,, Size of Angle Irons		4 x 3 1/2		10		4 x 3 1/2		10		Diameter of Hold Pillars		3 1/2		8		3 1/2	
,, If of Wood, siding and moulding		10		10		10		10		Main piece of Rudder, diameter at head		10		10		10	
Side, single or double plate, box, or intercostal		18		8		8		8		(Can the Rudder be unshipped afloat)		Yes		Yes		Yes	
Bilge (No. 1) double or single, at each Bilge, single, or double, plate or box		4 x 3 1/2		10		4 x 3 1/2		10									

The Floors consist of Iron Plates The Main piece of Rudder is British Oak of Windlass is Greenheart

The Keel is Am^{er} (1 1/2) Iron The Main Keelson is Iron Plates, Angle 1 1/2 and 1 free from all defects.

The Stem, and Stern Post of British Oak & Teak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Iron Plates & British Oak Deadwood, of British Oak and are 1 free from all defects.

The Deck and Hold Beams of Bulk Iron & Angle Bars The Breasthooks of Iron Plates The Knees of Iron Plates

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is American (Rock Elm & Greenheart)

From the above named Height to the Light Water Mark Greenheart & Teak

From the Light Water Mark to the Wales Greenheart & Teak & British Oak

The Wales and Black-strakes are Greenheart & Teak

The Topsides & Sheerstrakes Iron

The Spirketting and Planksheers 1

The Water-ways { Upper Deck Greenheart
Lower Deck 1

The Decks Yellow Pine State of new

How fastened to Beams Iron and screw bolts

The Shifts of the Planking are not less than six Feet Inches.
 or partial, and if partial, in what part of the Ship.

N. B. If less than prescribed by the Rule, state whether general
 The Planking is wrought Iron between, and without step-battling.

Planking Inside.—The Limber-strakes and Bilge-strakes are American Elm & Red Pine

The Ceiling, Lower Hold, and between Decks Am^{er} Elm (Red Pine) Battens Shelf pieces and Clamps 1

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

Iron Bulwarks
Greenheart Waterway

way „ „ planksheer and to the Beams

if necessary.

Deck Beams, how secured to the side? Welded knees rivetted to frames

Hold or Lower Deck ditto 1

General Quality of Workmanship Good

No. of breasthooks Four crutches Four

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

Manufacturer's name or trade mark

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

Builder's signature Arch^d J. Millar & Co. Surveyor's Signature A. J. Parkin



2806 gls

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

	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.		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.
Deadwood forward and aft ..	1 1/2	"	1 1/2	Transoms and throats of Hooks	"	"	"	Hold Beam	"	"	"
Scarp of Keel, N° 8	1 1/2	"	1 1/2	Arms of Hooks	"	"	"	Bolts in	"	"	"
Keelson Bolts through Keel at each Floor	"	"	"	Thro' Frames and Planking....	1 1/2	"	1 1/2	Deck Beam	"	"	"
Bolts through Iron Keel Plate and Wood Keel	1 1/2	1 1/2	1 1/2	Butt End Bolts ..	1 1/2	"	1 1/2	Bolts in	"	"	"
				Pintles of the Rudder	3/4	"	3/4	Nails or Bolts in Flat of Deck	"	"	"

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.

*measured under eye for 2806
July 78*

CABLES, &c.		Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.		No.	Weight. Ex. Stock.	Test as per Certificate.	Wt. req'd per Rule.	Test req'd per Rule.
Chain		300	1 1/2	4 1/2	1 1/2	4 1/2	Bowens		3	25.1.0	24.19.1.4	25 1/2	23 5/8
Fore Sails,	Hempen Stream Cable..	90	10		10		Stream		1	8.1.15	9.7.0.2	10	
Fore Top Sails,	Hawser	90	8		8		Kedges		1	5.0.0		5	
Fore Topmast Stay Sails,	Towlines	90	7		5								
Main Sails,	Warp												
Main Top Sails,	All of <u>Good</u> quality.												

Her Standing and Running Rigging Good sufficient in size and Good

She has One Long Boat and Two Jolly Boat and One Gig

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

- Order for Special Survey No. 522 DATES of Surveys held 12th Decr 1867 while building
- Order for Ordinary Survey No. 1 Date 1st Decr 1868
- 1st. Examination of the wood keel, stem, stern post, and deadwood before they are coated
 - 2nd. Of the frame before it is painted, strapped, or plated
 - 3rd. Of all the beams, stringers, plates, &c., when in place, rivetted-up ready to receive the planking
 - 4th. When the vessel is planked outside, dubbed fair, and all the fastenings completed, but before she is either caulked, coated, or cemented, so that the inside and outside of the planking, and the bolts and their nuts, may be carefully examined Built under Special Survey, from the 3rd Decr 1867 till April 1868
 - 5th. When the vessel is caulked and completed
 - 6th. When the vessel is launched and equipped

State if she has a Spar Deck No Poop Cys or Forecastle Cys

General Remarks,

The Fore and Main Masts are of h.w. formed of three plates 9 1/2 inch. lands single clenched and butts treble carvel rivetted. The fore Sheerstrake is increased to 4 1/2 ins in width and is not planked over. The Diagonals on the Frames are fitted double fore and aft. The Planking is fastened with Yellow Metal Nut and Screw Bolts.

The Gross Tonnage of this Ship has exceeded 100 Tons, causing the scantlings of Keelsons and Stringers, and Plates on Beam ends to be small, also the third Bower Anchor is under the prescribed weight, under these circumstances they respectfully to have the assignment of the certificate

In what manner are the surfaces of Iron Work preserved from oxidation Plated with Portland Cement, varnished with Red Lead and Oil paints

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal - Coppered When last done 1

I am of opinion this Vessel should be Classed

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

Special£ 35 : 17 : :

Certificate£ 10 : 0 : :

Committee's Minute 12th May 1868

Character assigned 14th June 1868

D. Darling

General Committee
on behalf of Builders
Glasgow & Liverpool
Foundation