

COMPOSITE SHIP.

2886

No. 2886 Survey held at Glasgow Date 31st October Rev 2/11/68 & 20/11/68
 on the Ship "County of Berwick" Master D^o McLean
 Tonnage under tonnage deck 962.34 Built at Glasgow When built 1868 Launched 3rd Oct 1868
 Ditto of poop, 16.63 or spar deck
 or quarter deck, 40.11
 Ditto of engine room 43.05
 Gross tonnage 996.05 By whom built C. Connell & Co Owners J. R. Craig
 Port belonging to Glasgow Destined Voyage Java

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.	Power of Engines	Horse.	N ^o . of Decks																																																																																																																																												
Length aloft	100	Extreme Breadth	34	7	20	5			One																																																																																																																																												
(Dimensions of Ship per Register, length 208 breadth 34 depth 20.5)																																																																																																																																																					
<table><tr><th></th><th>Inches in Ship.</th><th>Inches required per Rule.</th></tr><tr><td>Keel, siding and moulding</td><td>15 1/2 x 1 1/4</td><td>15 1/2 x 1 1/4</td></tr><tr><td>„ plate, breadth and thickness</td><td>31 x 13/80</td><td>31 x 13/80</td></tr><tr><td>Stem, siding and moulding</td><td>15 1/2 x 2 1/4</td><td>15 1/2 x 1 1/2</td></tr><tr><td>Fore deadwood plate, breadth and thickness</td><td>15 1/2 x 1/8</td><td>15 1/2 x 1/8</td></tr><tr><td>Stern-post, siding and moulding</td><td>15 1/2 x 2 1/4</td><td>15 1/2 x 1 1/4</td></tr><tr><td>After deadwood plate, breadth and thickness</td><td>15 1/2 x 1/8</td><td>15 1/2 x 1/8</td></tr><tr><td>Distance of Frames from moulding edge to moulding edge, all fore and aft</td><td>18</td><td>18</td></tr></table>											Inches in Ship.	Inches required per Rule.	Keel, siding and moulding	15 1/2 x 1 1/4	15 1/2 x 1 1/4	„ plate, breadth and thickness	31 x 13/80	31 x 13/80	Stem, siding and moulding	15 1/2 x 2 1/4	15 1/2 x 1 1/2	Fore deadwood plate, breadth and thickness	15 1/2 x 1/8	15 1/2 x 1/8	Stern-post, siding and moulding	15 1/2 x 2 1/4	15 1/2 x 1 1/4	After deadwood plate, breadth and thickness	15 1/2 x 1/8	15 1/2 x 1/8	Distance of Frames from moulding edge to moulding edge, all fore and aft	18	18																																																																																																																				
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The Floors consist of Am. Planks The Main piece of Rudder is 8th Oak of Windlass is Greenheart
 The Keel is Am. 2, Eng. 1 The Main Keelson is Am. Planks, Angle Bars and 1 free from all defects.

The Stem, and Stern Post of Teak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Am. Planks & Teak Deadwood, of Teak and are 1 free from all defects.

The Deck and Hold Beams of Built iron The Breasthooks of Am. Planks The Knees of Am. Planks

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 Teak

From the Light Water Mark to the Wales Teak

The Wales and Black-strakes are Teak

The Topsides & Sheerstrakes Teak

The Spirketting and Planksheers Teak

The Water-ways { Upper Deck Teak
Lower Deck Teak

The Decks Yellow Pine State of new

How fastened to Beams nut and screw bolts

The Shifts of the Planking are not less than 1 1/2 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 new between, and without step-butting.

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

The Ceiling, Lower Hold, and between Decks American Red Elm Skiff 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 { Through bolted to Waterway & Edge B^{ts} to Sheerstrakes

Waterway " " planksheer and to the Beams { if necessary. { nut and screw bolts

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 Five crutches Five

What description of Iron is used for the Frames, Beams, Keelsons, Stringer and Tie Plates, Outside Plating, &c.? Mossend English B^{ts}

Manufacturer's name or trade mark

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

Builder's Signature Charles Connell Surveyor's Signature A. D. Darling

GLS144-0190

2884 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	1 1/2	Transoms and throats of Hooks	"	"	"	Hold Beam	"	"	"
Scarp of Keel, N° ..	1 1/2	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	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	1 1/2	Bolts in	"	"	"
				Pintles of the Rudder	3 1/2	3 1/2	3 1/2	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.

The outside planking to the height of one foot above the four fifths depth of Hold is thoroughly fastened with Yellow Metal Nut and Screw Bolts, the remainder properly Galvanized Bolts as per Rule.

She has SAILS.

CABLES, &c.

	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N°.	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
Fore Sails,	Chain	301	1 1/2	51 1/2	1 1/2	2400/8		28.3.14	28.10.2.4	27 3/4	26 9/10
Fore Top Sails,						Bowers	3	28.2.0	27.10.2	27 3/4	26 9/10
Fore Topmast Stay Sails,	Hempen Stream Cable..	90	10	10	"	99/18		26.3.2	26.3.3	23.2.10	23 2/10
Main Sails,	Hawser	15	15			Stream	1	10.3.0	"	11.0.0	"
Main Top Sails,	Towlines	90	9	9	"	Kedges	2	5.0.7	"	5.2.0	"
	Warp	90	5 1/2	5 1/2	"			3.2.14	"	2.3.0	"
	All of <u>Good</u> quality.	180	5 1/2								

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

She has One 25 feet Long Boat and 25 feet Life Boat, 22 ft Pinnace & a 20 feet jolly Boat.

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

Order for Special Survey

No. 288 DATES of
Date Feb. 24/68 Surveys held

Order for Ordinary Survey

No. 1 while building
Date 1

- 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 21st Feb to the 31st Dec 1868
- 5th. When the vessel is caulked and completed 50 Points
- 6th. When the vessel is launched and equipped

State if she has a Spar Deck

No. Raised Double Deck. or Forecastle Yes

General Remarks,

Keel Plate through Bolted fore and aft with 1 1/2 Yellow Metal. Garboard Strakes Horizontally through Yellow Metal Bolted with 1 1/2 Bolts. Four feet six inches apart. Foundation and Rudder Plates fitted to middle line Keelson 10 x 1 1/2 and 9 x 1 1/2 extending fore and aft. Bulb Bar to Ridge Keelson 9 x 1 1/2. 10 x 1 1/2 to side Intercostal Keelsons, let down and Rivetted to Plates. Foundation Plates to side stringers 10 x 1 1/2. Butts of Gunwale Plate and Sheers trake are treble Rivetted for half ship length in midships. Diagonals on Frames, fitted double fore and aft. Fore, Main, Mizzen and Bowsprit of iron, each of four plates excepting Mizzen of three to thick. Bands double clenched, and Butts treble Carvel Rivetted. Four Angle Bars in Bowsprit 5 x 3 x 1/2. Fore, Main, Cross Jack & Copper and Lower Topsail Yards of two plates 5 x 1 1/2 thick. Bands single and Butts treble clenched Rivetted.

In what manner are the surfaces of Iron Work preserved from oxidation Frames & Bottom with Portland Cement.

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metalled When last done now done

I am of opinion this Vessel should be Classed 16 A. 1

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

Special£ 49 : 16 : :

Certificate£ 1 : 10 : :

Committee's Minute 3rd November 1868

Character assigned A 1 for 14 Years

S. B. Darling
This Composite Ship appears to be No 15 in my Report to the Committee of vessels seen building in the district, to which I have been sent for classification and recommendation, provided the iron plate above named are properly fastened.