

TONNAGE under Tonnage Deck 2009 ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR TWIN-DECKED VESSEL.  
Ditto of Third, Spar, or Awning Deck 56 Half Breadth (moulded) 10.0  
Ditto of Raised Quarter Deck 8.60 Depth from upper part of Keel to top of Upper Deck Beams 10.66  
Ditto of Houses on Deck 129.25 Girth of Half Midship Frame (as per Rule) 16.83  
Ditto of Forecastle 1st Number 37.49  
Gross Tonnage 129.25 1st Number, if a 3 Decked Vessel deduct 7 feet  
Less Crew Space Length 104.4  
Less Engine Room 80.48 2nd Number 3914.33  
Register Tonnage as cut on Beam 48.77 Proportions— Breadths to Length 5.22  
Depths to Length— Upper Deck to Keel 9.79  
Main Deck ditto 9.79

Master Cap<sup>t</sup> Miller  
Built at Paisley  
When built 1885 Launched 25<sup>th</sup> Sep 1885  
By whom built J. Fullerton & Co  
Owners Senor. Pedro. Risso  
Residence Monte Video  
Port belonging to Monte Video  
Destined Voyage Monte Video  
If Surveyed while Building, Afloat, or in Dry Dock. While building and afloat

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
on deck as per Rule	104	5	Moulded	20	0	top of Floors to Upper Deck Beams	9	8	Engines	55	one	one
Dimensions of Ship per Register, length, 105.5 breadth, 20.05 depth, 9.6												
KEEL, depth and thickness	6 x 13/8		6 x 13/8		6 x 13/8		6 x 13/8		Flat Keel Plates, breadth and thickness		30 1/2 30 1/2	
STEM, moulding and thickness	6 x 13/8		6 x 13/8		6 x 13/8		6 x 13/8		PLATES in Garboard Strakes, br'dth & thickness		30 1/2 30 1/2	
STERN-POST for Rudder do. do.	6 x 2 1/2		6 x 2 1/2		6 x 2 1/2		6 x 2 1/2		From Garboard to upper part of Bilges		30 1/2 30 1/2	
" " for Propeller	6 x 2 1/2		6 x 2 1/2		6 x 2 1/2		6 x 2 1/2		Of d'bling at Bilge, or increased thickness, and length applied		30 1/2 30 1/2	
Distance of Frames from moulding edge to moulding edge, all fore and aft	17 3/4		17 3/4		17 3/4		17 3/4		From up. prt of Bilge to lr. edge of Sh'rstrake		30 1/2 30 1/2	
FRAMES, Angle Iron, for 1/2 length amidships	3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		Main Sheerstrake, breadth and thickness		30 1/2 30 1/2	
Do. for 1/2 at each end	3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		Of d'bling at Sh'rstrake & lng. applied		30 1/2 30 1/2	
REVERSED FRAMES, Angle Iron	2 1/2 2 1/2 2 1/2 2 1/2		2 1/2 2 1/2 2 1/2 2 1/2		2 1/2 2 1/2 2 1/2 2 1/2		2 1/2 2 1/2 2 1/2 2 1/2		From M'n. to Up. or Spar Dk. Sh'rstrake		30 1/2 30 1/2	
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	12 1/2 12 1/2		12 1/2 12 1/2		12 1/2 12 1/2		12 1/2 12 1/2		Up. or Spar Dk. Sh'rstrake, br'dth & thickness		30 1/2 30 1/2	
" thickness at the ends of vessel	6 6		6 6		6 6		6 6		Butt Straps to outside plating, breadth & thickness		30 1/2 30 1/2	
" depth at 1/2 the half-bdth. as per Rule	24 24		24 24		24 24		24 24		Lengths of Plating		30 1/2 30 1/2	
" height extended at the Bilges	24 24		24 24		24 24		24 24		Shifts of Plating, and Stringers		30 1/2 30 1/2	
BEAMS, Upper, Spar, or Awning Deck	6 4 1/2 6 4 1/2		6 4 1/2 6 4 1/2		6 4 1/2 6 4 1/2		6 4 1/2 6 4 1/2		Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness		30 1/2 30 1/2	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		Angle Iron on ditto		30 1/2 30 1/2	
Single or double Angle Iron on Upper edge	17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		Tie Plates fore and aft, outside Hatchways		30 1/2 30 1/2	
Average space	17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		Diagonal Tie Plates on Beams No. of Pairs		30 1/2 30 1/2	
BEAMS, Main, or Middle Deck	6 4 1/2 6 4 1/2		6 4 1/2 6 4 1/2		6 4 1/2 6 4 1/2		6 4 1/2 6 4 1/2		Flat of Up., Spar, or Awning Dk.		30 1/2 30 1/2	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		How fastened to Beams		30 1/2 30 1/2	
Single or double Angle Iron on Upper edge	17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		Stringer Plate on ends of Main or Middle Deck		30 1/2 30 1/2	
Average space	17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		Beams, breadth and thickness		30 1/2 30 1/2	
BEAMS, Lower Deck	6 4 1/2 6 4 1/2		6 4 1/2 6 4 1/2		6 4 1/2 6 4 1/2		6 4 1/2 6 4 1/2		Is the Stringer Plate attached to the outside plating?		30 1/2 30 1/2	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		Angle Irons on ditto, No.		30 1/2 30 1/2	
Single or double Angle Iron on Upper edge	17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		Tie Plates, outside Hatchways		30 1/2 30 1/2	
Average space	17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		Diagonal Tie Plates on Beams, No. of pairs		30 1/2 30 1/2	
BEAMS, Hold, or Orlop	6 4 1/2 6 4 1/2		6 4 1/2 6 4 1/2		6 4 1/2 6 4 1/2		6 4 1/2 6 4 1/2		Flat of Middle Deck do.		30 1/2 30 1/2	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		How fastened to Beams		30 1/2 30 1/2	
Single or double Angle Iron on Upper edge	17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		Stringer Plates on ends of Lower Deck, Hold or Orlop Beams		30 1/2 30 1/2	
Average space	17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		17 3/4 x 3 1/2		Is the Stringer Plate attached to the outside plating?		30 1/2 30 1/2	
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	9 1/2 9 1/2		9 1/2 9 1/2		9 1/2 9 1/2		9 1/2 9 1/2		Angle Irons on ditto, No.		30 1/2 30 1/2	
" Rider Plate	8 1/2 8 1/2		8 1/2 8 1/2		8 1/2 8 1/2		8 1/2 8 1/2		Stringer or Tie Plates, outside Hatchways		30 1/2 30 1/2	
" Bulb Plate to Intercoastal Keelson	9 1/2 9 1/2		9 1/2 9 1/2		9 1/2 9 1/2		9 1/2 9 1/2		Flat of Lower Deck		30 1/2 30 1/2	
" Angle Irons	4 4 1/2 4 4 1/2		4 4 1/2 4 4 1/2		4 4 1/2 4 4 1/2		4 4 1/2 4 4 1/2		Ceiling betwixt Decks, thickness and material		30 1/2 30 1/2	
" Double Angle Iron Side Keelson	4 4 1/2 4 4 1/2		4 4 1/2 4 4 1/2		4 4 1/2 4 4 1/2		4 4 1/2 4 4 1/2		" in hold do.		30 1/2 30 1/2	
" Side Intercoastal Plate	6 6 1/2 6 6 1/2		6 6 1/2 6 6 1/2		6 6 1/2 6 6 1/2		6 6 1/2 6 6 1/2		Main piece of Rudder, diameter at head		30 1/2 30 1/2	
" do. Angle Irons	2 1/2 2 1/2 2 1/2 2 1/2		2 1/2 2 1/2 2 1/2 2 1/2		2 1/2 2 1/2 2 1/2 2 1/2		2 1/2 2 1/2 2 1/2 2 1/2		do. at heel		30 1/2 30 1/2	
" Attached to outside plating with angle iron	2 1/2 2 1/2 2 1/2 2 1/2		2 1/2 2 1/2 2 1/2 2 1/2		2 1/2 2 1/2 2 1/2 2 1/2		2 1/2 2 1/2 2 1/2 2 1/2		Can the Rudder be unshipped afloat?		30 1/2 30 1/2	
BILGE Angle Irons	3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		Bulkheads No.		30 1/2 30 1/2	
" do. Bulb Iron	3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		" Thickness of		30 1/2 30 1/2	
" do. Intercoastal plates riveted to plating for length	3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		" Height up		30 1/2 30 1/2	
BILGE STRINGER Angle Irons	3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		" How secured to sides of ship		30 1/2 30 1/2	
Intercoastal plates riveted to plating for length	3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		" Size of Vertical Angle		30 1/2 30 1/2	
SIDE STRINGER Angle Irons	3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		3 3 1/2 3 3 1/2		" Are the outside Plates doubled two spaces of Frames in length?		30 1/2 30 1/2	

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.  
The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper turn of Bilge and to Gunwale alternately  
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes  
PLATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 5 ins. from centre to centre.  
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.  
Butts of the Strakes at Bilge for 2/3 length, treble riveted with Butt Straps 1/2 thicker than the plates they connect.  
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.  
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.  
Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.  
Butts of Main Sheerstrake, treble riveted for 2/3 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.  
Butts of Main Stringer Plate, treble riveted for all length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.  
Width of laps of plating in double riveting 4 1/2 in. Breadth of laps of plating in single riveting 4 1/2 in.  
Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double No. of Breasthooks, Two Crutches, One  
Name or trade mark, Mossend & Stirling Coy of Scotland.  
A correct description, John Fullerton & Co  
Signature, Charles Edwards  
Surveyor's Signature, Charles Edwards  
Surveyor to Lloyd's Register of British and Foreign Shipping.



7152 gls

Planned

Workmanship. Are the butts of plating planed or otherwise fitted?

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are *now* in *good* condition, and sufficient in size and length. If of Iron or Steel give 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 riveting, quality of Materials, and if stamped with Maker's name. State also Length and Diameter of Lower Masts and Bowsprit

NUMBER for EQUIPMENT

SAILS.

CABLES, &c.

Chain

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

and

quality

Standing and Running Rigging

The Windlass is

Engine Room Skylights.

What arrangements for deadlights in bad weather?

Coal Bunker Openings.

Scuppers, &c.

Cargo Hatchways.

State size Main Hatch

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient?

N <sup>o</sup> .	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.
Chain	60	7/8	35	120	1/16
Fore Sails,	60	3/4	"	63/4	"
Fore Top Sails,	60	5/8	"	45	9/16
Fore Topmast Stay Sails,	75	6	"	75	6
Main Sails,	90	4	"	90	4
Main Top Sails,					
and					
quality					

ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
Bower Anchors	1979	8.1.1	8.2.2.0	4.1.0	
Stream Anchor	1979	2.2.13	5.2.2.0	1.1.0	
Kedge		0.3.1		0.2.0	
2nd Kedge					

She has *one* *Long* Boat and *good* Pumps *good* *Quadrants*  
Capstan *and* Rudder *good* *Quadrants*  
How constructed? *Teak framed* How secured in ordinary weather? *Quadrants*  
Brass rods and strong Canvas Covers  
How constructed? *Cast iron framed* How are lids secured? *With a clutch* Height above deck? *Flush*  
Three Scuppers, three wash ports 22" x 11"  
and two mooring pipes on each side of main deck. Open bulwarks on R. 2<sup>d</sup> deck.  
Plating & angles  
Fore hatch 7'6" x 6'0" x 12" Quarter hatch  
Fore hatch 7'6" x 6'0" x 12" Quarter hatch  
Not of extraordinary size  
None required  
Yes solid 3" thick

Order for Special Survey No. 2014	1st. On the several parts of the frame, when in place, and before the plating was wrought	13. 21. 25. 29 May; 15. 18. 24. 30 June;
Date 30 <sup>th</sup> March 1885	2nd. On the plating during the process of riveting	2. 9. 14. 16. 17. 21. 24 July; 4. 6. 21. 25
Order for Ordinary Survey No. 1	3rd. When the beams were in and fastened, and before the decks were laid...	27. 31 Aug <sup>st</sup> ; 7. 9. 15. 18. 23. 28 Sep <sup>r</sup> ; 2. 7
Date 1	4th. When the ship was complete, and before the plating was finally coated or cemented..	9. 13. 14 Oct <sup>r</sup> 1885
No. 71 in builder's yard.	5th. After the ship was launched and equipped	
State dates of letters respecting this case		26 March; 3 <sup>rd</sup> July; 2 <sup>nd</sup> Sep <sup>r</sup> 1885

General Remarks (State quality of workmanship, &c.) Workmanship and Materials are good.  
This is a one decked vessel, constructed agreeably to the enclosed sketches returned herewith and in accordance with instructions contained in Secretary's letters of the above dates.  
The fore and after peak compartments were filled with water and the Bulkheads and bottom plating proved tight.  
She has a Raised Quarter Deck 20 feet in length.  
The material used in the construction of this vessel was tested at the works of the manufacturers in the presence of the Society's Surveyors.

State if one, two, or three-decked vessel, or if open, or running decked, and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside Cement & paint Outside Paint

I am of opinion this Vessel should be Classed 100 A. 1. Steel

The amount of the Entry Fee .....£ 1: 5: 6 is received by me, Charles Edwards

Special .....£ 6: 9: 6 9/10/ 1885

(to be sent as per margin). Certificate ...

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned 100 A. 1. Steel

Surveyors are requested not to write on or below the space for Committee's Minute.

