

TONNAGE under Tonnage Deck } 2009	ONE, OR TWO DECKED, THREE DECKED VESSEL,	Master <i>Cap^t Miller</i>
Ditto of Third, Spar, or Awaiting Deck } 50	SPAR, OR IRON-DECKED VESSEL.	Built at <i>Paisley</i>
Ditto of Raised Quarter Deck } 8.60	Half Breadth (moulded)	When built <i>1885</i> Launched <i>25th Sep 1885</i>
Ditto of Houses on Deck } <i>JK</i>	Depth from upper part of Keel to top of Upper Deck Beams	By whom built <i>J. Fullerton & Co</i>
Ditto of Forecastle } <i>JK</i>	Girth of Half Midship Frame (as per Rule)	Owners <i>Senor. Pedro. Risso</i>
Gross Tonnage } 129.25	1st Number	Residence <i>Monte Video</i>
Less Crew Space } <i>JK</i>	1st Number, if a 3-Decked Vessel deduct 7 feet	Port belonging to <i>Monte Video</i>
Less Engine Room } 80.48	Length	Destined Voyage <i>Monte Video</i>
Register Tonnage as cut on Beam } 48.77	2nd Number	If Surveyed while Building, Afloat, or in Dry Dock.
	Proportions - Breadths to Length	<i>While building and afloat</i>
	Depths to Length - Upper Deck to Keel	
	Main Deck ditto	

LENGTH on deck as per Rule .. 104 5	BREADTH Moulded .. 20 0	DEPTH top of Floors to Upper Deck Beams .. 9 8	Power of Engines ... 55	Horse .. 55	No. of Decks with flat laid .. one	No. of Tiers of Beams .. one	
Dimensions of Ship per Register, length, 105.5 breadth, 20.05 depth, 9.6							
KEEL , depth and thickness	<i>6 x 13/8</i>	<i>6 x 13/8</i>	PLATES in Garboard Strakes, br'dth & thickness	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
STEM , moulding and thickness	<i>6 x 13/8</i>	<i>6 x 13/8</i>	From Garboard to upper part of Bilges	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
STERN-POST for Rudder do. do.	<i>6 x 2 1/2</i>	<i>6 x 2 1/2</i>	Of d'bling at Bilge, or increased thickness and length applied	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
" " for Propeller	<i>6 x 2 1/2</i>	<i>6 x 2 1/2</i>	From up. prt of Bilge to lr. edge of Sh'rstrake	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>17 3/4</i>	<i>17 3/4</i>	Main Sheerstrake, breadth and thickness	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
FRAMES , Angle Iron, for 1/2 length amidships	<i>3</i>	<i>3</i>	Of d'bling at Sh'rtk & lng applied	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
Do. for 1/2 at each end	<i>3</i>	<i>3</i>	From Main to Upper Spar Dk. Sh'rstrake	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
REVERSED FRAMES , Angle Iron	<i>2 1/2</i>	<i>2 1/2</i>	Upper or Spar Dk Sh'rstrake, br'dth & thickness	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<i>12</i>	<i>12</i>	Butt Straps to outside plating, breadth & thickness	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
" thickness at the ends of vessel	<i>6</i>	<i>6</i>	Lengths of Plating	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
" depth at 1/2 the half-bdth. as per Rule	<i>24</i>	<i>24</i>	Shifts of Plating, and Stringers	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
" height extended at the Bilges	<i>24</i>	<i>24</i>	Gunwale Plate on ends of Awaiting Spar	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
BEAMS, Upper, Spar, or Awaiting Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>6</i>	<i>4 1/2</i>	Upper Deck Beams, breadth and thickness	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
Single or double Angle Iron on Upper edge	<i>6</i>	<i>4 1/2</i>	Angle Iron on ditto	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
Average space	<i>17 3/4</i>	<i>17 3/4</i>	Tie Plates fore and aft, outside Hatchways	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>6</i>	<i>4 1/2</i>	Diagonal Tie Plates on Beams No. of Pairs	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
Single or double Angle Iron, on Upper Edge	<i>6</i>	<i>4 1/2</i>	Flat of Up., Spar, or Awaiting Dk.	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
Average space	<i>17 3/4</i>	<i>17 3/4</i>	How fastened to Beams	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>6</i>	<i>4 1/2</i>	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
Single or double Angle Iron on Upper Edge	<i>6</i>	<i>4 1/2</i>	Is the Stringer Plate attached to the outside plating?	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
Average space	<i>17 3/4</i>	<i>17 3/4</i>	Angle Irons on ditto, No.	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>6</i>	<i>4 1/2</i>	Tie Plates, outside Hatchways	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
Single or double Angle Iron on Upper Edge	<i>6</i>	<i>4 1/2</i>	Diagonal Tie Plates on Beams, No. of pairs	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
Average space	<i>17 3/4</i>	<i>17 3/4</i>	Flat of Middle Deck	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	<i>9</i>	<i>14/32</i>	How fastened to Beams	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
" Rider Plate	<i>8 1/2</i>	<i>14/32</i>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
" Bulb Plate to Intercostal Keelson	<i>9</i>	<i>14/32</i>	Is the Stringer Plate attached to the outside plating?	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
" Angle Irons	<i>4</i>	<i>14/32</i>	Angle Irons on ditto, No.	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
" Double Angle Iron Side Keelson	<i>4</i>	<i>14/32</i>	Stringer or Tie Plates, outside Hatchways	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
" Side Intercostal Plate	<i>6</i>	<i>14/32</i>	Flat of Lower Deck	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
" do. Angle Irons Wash Plates	<i>6</i>	<i>14/32</i>	Ceiling betwixt Decks, thickness and material	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
" Attached to outside plating with angle iron	<i>2 1/2</i>	<i>2 1/2</i>	" in hold	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
BILGE Angle Irons	<i>3</i>	<i>16/32</i>	Main piece of Rudder, diameter at head	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
" do. Bulb Iron	<i>3</i>	<i>16/32</i>	do. at heel	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
" do. Intercostal plates riveted to plating for length	<i>3</i>	<i>16/32</i>	Can the Rudder be unshipped afloat?	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
BILGE STRINGER Angle Irons	<i>3</i>	<i>16/32</i>	Bulkheads No.	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
Intercostal plates riveted to plating for length	<i>3</i>	<i>16/32</i>	" Thickness of	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
SIDE STRINGER Angle Irons	<i>3</i>	<i>16/32</i>	" Height up	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
The FRAMES extend in one length from to Riveted through plates with in Rivets, about apart.	<i>Keel</i>	<i>Keel</i>	" How secured to sides of ship	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
The REVERSED ANGLE IRONS on floors and frames extend from middle line to and to alternately	<i>Keel</i>	<i>Keel</i>	" Size of Vertical Angle Irons and distance apart ins.	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>
KEELSONS . Are the various lengths of Plates and Angle Irons properly connected? And butts properly shifted?	<i>Yes</i>	<i>Yes</i>	" Are the outside Plates doubled two spaces of Frames in length?	<i>30</i>	<i>16/32</i>	<i>30</i>	<i>16/32</i>

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 thicker than the plates they connect.
 Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 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.
 Breadth of laps of plating in double riveting 4 1/2 in. Breadth of laps of plating in single riveting
 Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, Two Crutches, one
 Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?
 name or trade mark, Mossend & Steel Coy of Scotland.
 a correct description,
 Signature, John Macintosh Surveyor's Signature, Charles Edwards Surveyor to Lloyd's Register of British and Foreign Shipping.

7152 gls

Planed

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

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

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

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

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

Do any rivets break into or through the seams or butts of the plating? *A few in the butts only.*

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	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.						Bower Anchors					
N ^o .						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
Fore Sails,	60	7/8	35	120 - 1/16		1979	8.1.1	8.2.2.0	4.1.0		
Fore Top Sails,	60	3/4	"	63/4		1979	4.2.12	7.0.0.0	4.1.0		
Fore Topmast Stay Sails,	75	6	"	75.6							
Main Sails,	90	4	"	90.4		Stream Anchor	1979	2.2.13	5.2.2.0	1.1.0	
Main Top Sails,						Kedge		0.3.1		0.2.0	
and <i>good</i> quality <i>good</i>						2nd Kedge					

Standing and Running Rigging *Wire + Manila* sufficient in size and *good* in quality. She has *one* ~~two~~ Boat and

The Windlass is *J. Reid + Sons* Capstan and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *Teak framed* How secured in ordinary weather? *Quadrants*

What arrangements for deadlights in bad weather? *Brass rods and strong Canvas Covers*

Coal Bunker Openings.—How constructed? *Cast iron framed* How are lids secured? *With a clutch* Height above deck? *Flush*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Three scuppers, thru wash ports 22" x 11" and two mooring pipes on each side of main deck. Open bulwarks on R. 2^d deck.*

Cargo Hatchways.—How formed? *Plates + angles*

State size **Main Hatch** *4.6" x 4.1" x 12"* Forehatch *7.6" x 6.0" x 12"* Quarterhatch *✓*

If of extraordinary size, state how framed and secured? *Not of extraordinary size*

What arrangement for shifting beams? *None required*

Hatches, If strong and efficient? *Yes solid 3" thick*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	State dates of letters respecting this case
2014	30 th March 1885	✓	✓	71	26 March, 3 rd July, 2 nd Sep ^r 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 awning 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: 0 is received by me, *(Signature)*

Special£ 6: 9: 0 9/10/ 1885

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

(Travelling Expenses, if any, £

Committee's Minute

Character assigned *100 A. 1. Steel*

(Signature)

FRIDAY 16 OCT 1885

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Charles Edwards
Surveyor to Lloyd's Register of British and Foreign

It is submitted that this appears eligible to be classed 100 A. 1. Steel as free 10K.

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