

No. 4522 Requisition No. 38 Date 18th September 1862
in the Barque "Mountain Ash" Master John Dickson
Tonnage Old Built at Troon When built 1862
New 437³²/₁₀₀ Launched 9th Sept 1862
By whom built Portland Ship Building Co. Owners W.C. Macgowan & John Dickson
Port belonging to Dumfries Destined Voyage Clyde to India
Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft			Extreme Breadth Outside			Depth of Hold		
Feet. Inches.			Feet. Inches.			Feet. Inches.		
135			27			17		
IN SHIP. Moulded.			REQUIRED PER RULE. Moulded.			Thickness of Plank.		
Sided. Middle. Ends.			Sided. Middle. Ends.			Inches. In Ship. Required per Rule.		
Scantlings of Timber.			Outside.			Inside.		
TIMBER AND SPACE			Garboard Strakes			Limber Strakes		
Floors	13	13	27 ¹ / ₂			8 ⁵ / ₁₆	4	3 ³ / ₄
1 st Foothooks	11	12	14 ³ / ₄			4	4 ¹ / ₂	3 ³ / ₄
2 nd Ditto	10	10	10			4	3	2 ³ / ₄
3 rd Ditto	9	9	9 ¹ / ₂			4	3	2 ³ / ₄
Top Timbers	9	9	8 ¹ / ₂	5 ¹ / ₂		5	3	2 ³ / ₄
Deck Beams	9	9	8 ¹ / ₂	7 ¹ / ₂		4	3	2 ³ / ₄
Hold Beams	12	12	12	10		4	3	2 ³ / ₄
Keel	13	14	13			4	3	2 ³ / ₄
Scarp of Ditto	6	6	5			4	3	2 ³ / ₄
Keelsons	15	16	14			4	3	2 ³ / ₄
Scarp of Ditto	6	6	5			4	3	2 ³ / ₄

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.			Hold Beam			Bolts in		
Copper. Y.M. in Ship. Iron in Ship. Inches required per Rule.			Copper. Y.M. in Ship. Iron in Ship. Inches required per Rule.			Copper. Y.M. in Ship. Iron in Ship. Inches required per Rule.		
Heel-Knee, & Dead'w'd abaft	1 ¹ / ₂	1 ¹ / ₂	Transoms and throats of Hooks	1 ¹ / ₂	1 ¹ / ₂	Waterway	1	1 ¹ / ₂
Scarp of Keel, N ^o . 8	2 ¹ / ₂	2 ¹ / ₂	Arms of Hooks	1	1 ¹ / ₂	Knees	1	1 ¹ / ₂
Keelson Bolts through Keel	1 ¹ / ₂	1 ¹ / ₂	Thro' Bilge & Limber Strakes	2	2 ¹ / ₂	Shelf or Clamp	1	1 ¹ / ₂
at each Floor	1 ¹ / ₂	1 ¹ / ₂	Thickstuff over Double Floors	2	2 ¹ / ₂	Waterway	2	2 ¹ / ₂
Bolts thro' Heads of Timbers	2	2	Butt End Bolts	2	2 ¹ / ₂	Knees	2	2 ¹ / ₂
against	2	2	Pintles of the Rudder	2 ¹ / ₂	2 ¹ / ₂	Shelf or Clamp	2	2 ¹ / ₂
						Nails or Bolts in Flat of Deck	1 ¹ / ₂	1 ¹ / ₂
						Treenails	1 ¹ / ₂	1 ¹ / ₂

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 Inches. The Space between the Top-Timbers is 6 Inches.

The Floors consist of British Oak The First Foothooks of British Oak

The Second Foothooks of British Oak The Third Foothooks and Top Timbers of British Oak

The Shifts of the First and Second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Good

The Frame is well squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared

The Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 3 of the entire moulding at that place.

The Frame is chocked with a Butt at each end of the chock. The Main piece of Rudder is British Oak of Windlass is British Oak

The Keel is American Rock Elm The Main Keelson is Greenheart Morra Rider Morra and free from all defects.

The Stem, and Stern Post of British Oak The Transoms, Knight Heads, Hawse Timbers,

and Aprons of British Oak Deadwood, of American Rock Elm to 2 feet, and are free from all defects.

The Deck and Hold Beams of British Oak, Morra, & Greenheart The Breasthooks of Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is American Rock Elm

From the above named Height to the Light Water Mark Pitch Pine

From the Light Water Mark to the Wales Pitch Pine

The Wales and Black-strakes are Pitch Pine, East India Teak & Greenheart The Topsides & Sheer-strakes Pitch Pine & East India Teak

The Spirketting and Plank-sheers Pitch Pine The Water-ways Upper Deck Red Pine & Pitch Pine

Lower Deck

Decks Yellow Pine State of Good

Shifts of the Planking are not less than Five Feet Six 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 Three between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are Morra

The Ceiling, Lower Hold, and between Decks Morra, Greenheart & Pitch Pine Shelf Pieces and Clamps Pitch Pine

Fastenings.—To Hold Beams Lodging knees in each Beam space, and nine pairs of knees riders extending down to take two

bolts in the floor heads

Deck Beams Hanging knee to each Beam end, and lodging knees in mast rooms of Iron

Number of Breasthooks Six Pointers Crutches Two

Butt End Bolts are of Yellow Metal in the Bottom: Two Bolts in each Butt End One through and clenched.

Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of British Oak How Made Turned

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Good

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

Builder's Signature John Paul Surveyor's Signature

GRK295-0012

Her Masts, Yards, &c. are in Good condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .				Fathoms.	Inches.	N ^o .	Weight.
	Fore Sails,	Chain	<i>Proved to 3 1/2 tons</i>	240	1 5/8	Bower,	<i>Patent</i>
	Fore Top Sails,	" <i>Stream</i>	<i>ditto to 13 1/2 tons</i>	80	1 1/2		<i>Ordinary</i>
	Fore Topmast Stay Sails,	Hempen Stream Cable		90	8		<i>ditto</i>
<i>Two</i>	Main Sails,	Hawser		90	6	Stream,	<i>ditto</i>
<i>Suits</i>	Main Top Sails,	Towlines		100	4 1/2		
<i>of</i>		Warp				Kedge,	<i>ditto</i>
<i>Sails</i>		All of <u>Good</u> quality.					
and							

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

She has One Long Boat and Two others

The present state of the Windlass is Good Capstan 2 Winches Good Rudder Good Pumps Two of Iron, patent, Good

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed	<u>Specially surveyed while building</u>
2nd. When the Beams are put in, &c.	<u>from 2nd October 1861 to 18th Sept. 1862</u>
3rd. { When completed, and before the } { plank be painted or payed }	<u>in all 14 Visits.</u>

This vessel has been built under special survey as per Order N^o 238; is fastened with Yellow Metal bolts to the entire exclusion of Iron bolts with the exceptions allowed as per Rule Section 46. She is fitted with two pairs of diagonal iron straps let into the inside part of frames extending from the upper deck waterway down to within 6 feet of the keelson fastened with iron bolts in every timber.

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on Felt When last done Sept. 1862

I am of opinion this Vessel should be Classed 10 A 1

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

Special£ 21 : 17 : "

Certificate£ " : " : "

Committee's Minute 3rd October 1863

Character assigned A 1 for 10 Years



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