

A. S. Rule, Section 60, Second clause. Rev 10/1/83 4707
 No. 4709 Survey held at Port Glasgow Date 4th Nov 1863
 on the Barque "Vigo" Master Peter M. Farlane
 Tonnage Old Built at Maine, United States When built 1856 Launched
 By whom built New 370 Owners John Birkmyre
 Port belonging to Port Glasgow Destined Voyage Slyde to Cape of Good Hope
 If surveyed while Building, Afloat, or in Dry Dock In dry dock

Length aloft	Feet.		Extreme Breadth Outside	Feet.		Depth of Hold	Feet.	
	130	70		50	70		12	12
Scantlings of Timber.								
TIMBER AND SPACE	24		25 3/4					
Floors	10	11 1/2	11					
1 st Foothooks	10	10	9 1/2					
2 nd Ditto	10	8	8 1/2					
3 rd Ditto	10	8	7 3/4	5 1/2				
Top Timbers	10							
Deck Beams	12	10	9	7 1/2				
Deck Beams, length amidships	28 feet							
Hold Beams								
Hold Beams, length amidships								
Keel	20	10	12 1/2					
Scarpns of Ditto	8 feet		5 feet 4 inches					
Keelsons	12	10 1/2	13 1/2					
Scarpns of Ditto	8 feet		5 feet 4 inches					

Thickness of Plank	INCHES.		Outside	INCHES.		Inside	INCHES.	
	In Ship.	Required per Rule.		In Ship.	Required per Rule.		In Ship.	Required per Rule.
Garboard Strakes	3 1/2	3 1/2			Limber Strakes	12x9	3 3/4	
Garboard to Bilge	3 1/2	3 1/2			Bilge Planks	4, 4, 4	3 3/4	
Bilge Planks	4	3 1/2			Ceiling in Flat	3	2 3/4	
Bilge to Wales	4 1/2	3 1/2			Ditto Bilge to Clamp	7/8	2 3/4	
Wales	4 1/2	4 3/4			Hold Beam Clamps			
Topsides	4	3 3/4			Deck Beam Ditto	6 3/4	3 3/4	
Sheer Strakes	4	3 3/4			Ceiling 'twixt Decks			
Plank Sheers	5 1/2	3 1/2			Hold Beam Shelves			
Water-Ways	10 1/2	6 1/2			Deck Beam Ditto			
Ditto, faying surface against Timbers	10	6 1/2						
Upper Deck	3 1/2	3						

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

	Copper or Iron	Inches in Ship.	Inches required per Rule		Copper or Iron	Inches in Ship.	Inches required per Rule
Heel-Knee, and Deadwood abaft	Iron	1 1/8	1 3/8	Transoms and throats of Hooks	Iron	1	1
Scarpns of Keel	Iron	7/8	1 1/8	Arms of Hooks	Iron	7/8	1 1/8
Keelson Bolts through Keel at each Floor	Iron	1	1	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	Iron	3/4	7/8
Bolts through Heels of Timbers against Deadwood	Iron	1 1/8	1 3/8	Butt End Bolts	Iron	4/8	4/8
				Pintles of the Rudder	Iron	2 3/4	2 5/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 4 Inches. The Space between the Top-Timbers is 4 Inches.
 The Floors consist of Black Birch & Beech The First Foothooks of Black Birch & Beech
 The Second Foothooks of Hacmatac The Third Foothooks and Top Timbers of Hacmatac
 The Shifts of the First and Second Foothooks are not less than Good where seen N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are Good where seen
 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 alternate 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 1/3rd of the entire moulding at that place.
 The Frame is chocked with no Butt at each end of the chock. The Main piece of Rudder is American Oak
 The Main Keelson is Black Birch, Red Black Birch and free from all defects. The Main piece of Windlass is American Oak
 The Stem, and Stern Post, consist of Black Birch & American Oak The Transoms, Aprons, Knight Heads, and Hawse Timbers of Hacmatac Deadwood, of Hacmatac and are free from all defects.
 The Deck and Hold Beams consist of Hacmatac The Breasthooks of Hacmatac & Iron The Knees of Hacmatac & Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Black Birch
 or to the First Foothook Heads }
 From the above named Height to the Light Water Mark Black Birch
 From the Light Water Mark to the Wales Black Birch
 The Wales and Black-strakes are Hacmatac & Black Birch The Topsides Black Birch
 The Sheer-strakes and Plank-sheers Black Birch The Water-ways { Upper Deck Red Pine
 Lower Deck
 The Decks Yellow Pine State of Good

The Shifts of the Planking are not less than Five Feet 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 Black Birch
 The Ceiling, Lower Hold, and between Decks Hacmatac Shelf Pieces and Clamps Hacmatac

Fastenings.—To Hold Beams
 Deck Beams Wood lodging knees of Hacmatac and Iron knees
 Number of Breasthooks Three Pointers Crutches Iron
 Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched, and one short bolt.
 Bilge and Limber Strakes Yellow Metal & Iron bolted through and clenched. Treenails of American Oak How Made Turned
 Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Good where seen

We certify that the above is a correct description of the several particulars therein given
 Builder's Signature Surveyor's Signature A. B. Gold
 GRH295-0067

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. cwt. qrs. lbs.
<u>Two</u>	Fore Sails,	Chain	<u>240</u>	<u>1 1/2</u>	Bower,	<u>1</u> <u>20</u>
<u>Two</u>	Fore Top Sails,	Hempen Stream Cable	<u>90</u>	<u>8</u>		<u>1</u> <u>18</u>
<u>Two</u>	Fore Topmast Stay Sails,	Hawser	<u>90</u>	<u>5 1/2</u>	Stream,	<u>1</u> <u>6</u>
<u>Two</u>	Main Sails,	Towlines	<u>90</u>	<u>4</u>		
<u>Two</u>	Main Top Sails,	Warp			Kedge,	<u>1</u> <u>4.2</u>
	and well found on other sails	All of <u>Good</u> quality.				<u>2</u>

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

She has One Long Boat and Jolly Boat
 The present state of the Windlass is Good Capstan Good Rudder Good Pumps Two Castmetal 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 _____
 - 2nd. When the Beams are put in, &c. _____
 - 3rd. { When completed, and before the }
 plank be painted or payed } _____

Now done as per Rules Sections 51, 60 second clause and 63, viz. Vessel scraped bright from the Yellow Metal upwards to the Gunwale, including the plank sheers, Waterways, &c; bolts and trenails driven out, and planking taken out as per Rule Section 60 second clause, viz. a strake of planking outside all fore and aft in the topsides, also a plank in each buttock, and a strake in the ceiling at the turn of the bilges all fore and aft. Windlass taken down and overhauled. Beam ends bored.

Repairs done. All the afterhoodings taken off from the after part of main rigging aft to the stern on each side, and all the Cant timbers, transoms, &c. in way of same taken out, the same being defective, down to the first futtock heads, and timbers and outside planking renewed with Red Pine; also planking split out for survey renewed with Red Pine; bilge planks extra bolted with iron bolts through and clenched. Yellow Metal stripped off in various parts of the bottom, and planking, caulking, trenails, &c. in way of the same found good; see Committee's letter dated 29th October last

We are of opinion this vessel is fit to carry dry and perishable cargoes to and from all parts of the world, and eligible to be classed A. S. S. 1863 for a period as allowed by the Rules, S. S. 1863-

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on Plate When last done 1863

We are of opinion this Vessel should be Classed A. S. S. 1863

The Amount of the Fee.....£ 4 : " : " is received by me, H. J. B. 1863

Special£ 2 : 2 : "

Certificate£ " : 5 : "

Committee's Minute 10th November 1863

Character assigned 1 on Reg. S. S. 1863 - 3 Year (see below) S. S. 1863 - 4 - "

Darling

