

No. 5015 Survey held at Lady Burn, Port Glasgow Date 13th January 1866
on the Composite Ship "John R. Morcoster" Master William Brown
Tonnage under tonnage deck 781.49 Built at Lady Burn, Port Glasgow When built 1865 Launched 22nd Dec 1865
Ditto of poop or spar deck 12.83 By whom built James Patterson Owners John R. Morcoster
Total tonnage 844.32 Port belonging to London Destined Voyage Clyde to Shanghai

Surveyed while Building, Afloat, or in Dry Dock While Building

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	189	4	32	4	19	4	19	4	Two
Scantlings of Timber.									
TIMBER AND SPACE	17								
Floors	21x96		18						
1 st Foothooks	4 1/2 x 3 1/2 x 7 1/2		18						
2 nd Ditto	4 1/2 x 3 1/2 x 7 1/2		18						
3 rd Ditto	3 1/2 x 3 x 7 1/2		18						
Top Timbers	3 1/2 x 3 x 7 1/2		18						
Deck No. 1	8 x 96		18						
Beams	4 x 3 x 7 1/2		18						
Deck Beams, length amidships	30 feet 6 inches		18						
Hold No. 1	8 x 96		18						
Beams	4 x 3 x 7 1/2		18						
Hold Beams, length amidships	31 feet 3 inches		18						
Keel	15 x 16		18						
Scarp of Ditto	7 feet 3 inches		18						
Keelsons	18 x 7 1/2		18						
Scarp of Ditto	18 x 7 1/2		18						

Outside Plank.	Inches.	Required Rule.	Dimensions of Ship per Register.
Garboard Strakes	18	5 1/2	length 191 1/2 breadth 32 1/2 depth 19 3/4
Garboard to Bilge	6	5 1/2	
Bilge Planks	6	5 1/2	
Bilge to Wales	6	5 1/2	
Wales	6	5 1/2	
Topsides	6 to 5	4 1/2	
Sheer Strakes	5	4 1/2	
Plank Sheers	5	4	
Water - Upper Deck	18 x 9	9 1/2 x 8	
Ways - Lower Deck	10 x 5		
Ditto, faying surface against Timbers			
Upper Deck	4	3 1/2	

Inside Plank.	Inches.	Required Rule.	Dimensions of Ship per Register.
Limber Strakes	3		
Bilge Planks	3		
Ceiling in Flat	3		
Ditto Bilge to Clamp	6 x 2 1/4		
Hold Beam Clamps			
Deck Beam Ditto	battens		
Ceiling 'twixt Decks	6 x 2 1/4		
Hold Beam Shelves			
Deck Beam Ditto			

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

Heel-Knee, & Deadwood abaft	Copper or Y.M. in Ship.	Galvanized Iron in Ship.	Inches required per Rule.	Transoms and throats of Hooks	Copper or Y.M. in Ship.	Galvanized Iron in Ship.	Inches required per Rule.
Scarp of Keel, No. 8	1 1/2	1 1/2	1 1/2	Arms of Hooks	1 1/2	1 1/2	1 1/2
Keelson Bolts through Keel at each Floor	1 1/2	1 1/2	1 1/2	Thro' Bilge & Limber Strakes	1	1	1
Bolts thro' Heels of Timbers against Deadwood	1 1/2	1 1/2	1 1/2	Thickstuff over Double Floors	1	1	1
				Butt End Bolts	1	1	1
				Pintles of the Rudder	3 1/2	3 1/2	3 1/2

Timbering. The Space between the Floor Timbers and Lower Foothooks is 19 inches. The Space between the Top-Timbers is 19 inches.

The Floors consist of Iron plates. The First Foothooks of Frames are 19 inches from middle line to Gunwale.

The Second Foothooks of Frames are 19 inches from middle line to Gunwale. The Third Foothooks and Top Timbers of Frames are 19 inches from middle line to Gunwale.

The Shifts of the First and Second Foothooks are not less than 19 inches. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 19 inches. The Frame is squared from First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is squared.

The Frames are 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 19 inches of the entire moulding at that place.

Frame is chocked with 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 Iron plates and Angle Iron 5 x 4 x 9/16 and free from all defects. East India Teak.

The Stem, and Stern Post of East India Teak. The Transoms, Knight Heads, Hawse Timbers, and Aprons of British Oak. Deadwood, of British Oak and are free from all defects.

The Deck and Hold Beams of British Oak with double angle iron on top. 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 or to the First Foothook Heads.

From the above named Height to the Light Water Mark East India Teak. From the Light Water Mark to the Wales East India Teak.

The Wales and Black-strakes are East India Teak. The Topsides & Sheer-strakes East India Teak.

The Spirketting and Plank-sheers East India Teak. The Water-ways Upper Deck East India Teak Lower Deck Red Pine.

The Decks Yellow Pine. State of Good. The Shifts of the Planking are not less than 5 Feet 19 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 Red Pine.

The Ceiling, Lower Hold, and between Decks Red Pine. Shelf Pieces and Clamps Red Pine battens.

Fastenings. To Hold Beams Rivetted to frames, and stringers on Beam ends 2 1/2 inches and Angle Iron on ditto 4 x 4 x 9/16 inch.

Deck Beams Rivetted to frames, and stringers on Beam ends 30 x 7 inches and Angle Iron on ditto 4 x 4 x 9/16 inch.

Number of Breasthooks Five. Pointers Five. Crutches Five. Bolts in each Butt End through and clenched.

Butt End Bolts are of Galvanized Iron in the Bottom. Two. Treenails of Galvanized Iron with screw bolts How Made.

Bilge and Limber Strakes Iron not rivetted bolted through and clenched. General Quality of Workmanship Good.

Thickstuff over Double Floors bolted through and clenched. We certify that the above is a correct description of the several particulars therein given.

Builder's Signature James Patterson. Surveyor's Signature J. B. Brown. 4212283-0138

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

N ^o .	She has SAILS.	CABLES, &c.				ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Public Machine	
		Public Machine. J. Ferguson 13/14/12/1865	Fathoms.	Size.	Tested to. as per Certificate.				Tested to. as per Certificate.	M. H. Keade
	Fore Sails,	Chain	300	1 1/2	1 1/2 tons	Bower,	1	25.2.20	25.6.0.6	30/11/65
	Fore Top Sails,	Stream (Private Machine) 16/12/65	90	7	13 1/2 "		1	25.2.10	25.5.3.2	15/12/65
Two Sails	Fore Topmast Stay Sails,	Hempen Stream Cable ..	90	10			1	22.0.8	22.10.1.7	
	Main Sails,	Hawser	90	8		Stream,	1	with stock	11.2.14	
	Main Top Sails,	Towlines	90	5						
		Warp	90	4		Kedge,	1	5.2.21	2.3.7	
	and	All of <u>Good</u> quality.								

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

She has One Long Boat and Three others

The present state of the Windlass is Good Three Capstans Good Rudder Good with patent Pumps Two main beam & two bilge head

Order for Special Survey,
No. 310 Date 14th Dec 1863

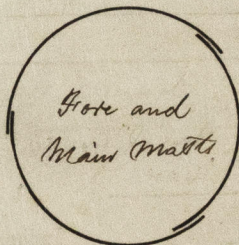
DATES of Surveys
held while building,
as per Section 35.

- 1st. When the Frame is completed Specially surveyed while
2nd. When the Beams are put in, &c. building from 20th Nov 1863
3rd. { When completed, and before the } to 13th Jan 1866 in all 5 visits.
plank be painted or payed }

General Remarks This vessel has been built under special survey as per Order N^o 310 agreeable to specification, and midship section and sheer plan herewith. The belting in way of lower deck and gunwale bindings and circular ditto down to turn of bilge is fitted as shown in sketch (see sheer plan); there are diagonal tie plates fitted on each tier of Beams 12 x 1 1/2 inch, also longitudinal ditto each side of hatchways 10 x 3/4 inch with double angle irons on top of same 4 x 3 x 3/8 inch all fore and aft; is fitted with bulk and angle iron stringers, keelsons, &c. as shown on midship section. The reverse frames extend on every frame to lower deck and from thence to gunwale alternately. Is fitted with thick garboard strakes, the same being fastened with athwartship and vertical galvanized iron bolts as per Rule. Has three pairs of diagonal plates fitted forward and aft as per sketch herewith 12 x 3/8 inch. She has one bulkhead of iron 5 inch forward gunwale belting plate is 30 x 3/8 inch thick, also ditto in way of lower deck beams 27 x 3/8 inch, and circular ditto 18 x 3/8 inch thick. Is ship rigged. Has a house on deck aft for cabin, &c., and another amidships for the crew.

Portland Cement on the floors and frames to upper part of bilges; and all iron frames &c. coat with Red lead. Iron Pillars fitted to every beam of each deck.

Masts	Thickness of plating	Riveting of butts	Riveting of edges	Diameter
Fore mast	7/8	Tieble	Double	28 inches
Main Mast	7/8	"	"	28 inches
Mizen Mast	7/8	"	"	20 inches



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 January 1866

I am of opinion this Vessel should be Classed 12 A 1

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

Special£ 42 : 4 : "

See WMC X Certificate£ " : " : "

Committee's Minute 16th January 1866

Character assigned A 1 for 12 Years

Iron frame - planed
Capt B S.