

No. 5726 Survey held at Ayr Date 22nd February Recd 24/3/70
on the Barge "Guyana" Master Alvan Bolton 1870-
Tonnage under tonnage deck 543.66 Built at Ayr When built 1870 Launched 1st January 1870
Household deck 17.00 By whom built J. and A. Fullarton Owners James Ewing & Co.
Ditto of poop on spar deck 66.66 Total tonnage 627.32
Dead weight space 26.84 Port belonging to Glasgow Destined Voyage to the River
Total tonnage 593.42 Surveyed while Building, Afloat, or in Dry Dock Specially while Building and Afloat

Length as per section 39 ..		Feet. 149.58		Extreme Breadth Outside 30.4				Feet. 30.4		Depth of Hold		Feet. 18.5		Number of Decks Two	
Length of Keel															
Scantlings of Timber.															
MBER AND SPACE															
Boards (Single)															
Foothooks															
Ditto															
Ditto															
p Timbers															
Species of deck beams															
Beams															
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Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron, also of Treenails.				Hold Beam			
Copper Y.M. in Ship.				Bolts in			
Knee, & Deadw'd abaft ..				Waterway ..			
Plank ..				Knees ..			
Plank ..				Shelf or Clamp ..			
Plank ..				Waterway ..			
Plank ..				Knees ..			
Plank ..				Shelf or Clamp ..			
Plank ..				Nails or Bolts in Flat of Deck ..			
Plank ..				Treenails ..			

bering.—The Space between the Floor Timbers and Lower Foothooks is Three Inches. The Space between the Top-Timbers is 5 Inches.
Floors consist of British Oak. The First Foothooks of British Oak.

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

Shifts of the First and Second Foothooks are not less than 4 ft 6 in N.B. When less than prescribed by the Rule, state how many.

Shift of the Shifts of the Frame are 5 ft 6 in.

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

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

Butts of the Timbers are — close together; their thickness not less than one-third of the entire moulding at that place.

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

Keel is Greenheart. The Main Keelson is Greenheart and — free from all defects.

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

and Aprons of British Oak. Deadwood, of British Oak and are — free from all defects.

Deck and Hold Beams of Bulb and angle Iron The Breasthooks of Iron The Knees of Iron

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

the above named Height to the Light Water Mark Greenheart

the Light Water Mark to the Wales Greenheart

Wales and Black-strakes are Greenheart and Morra The Topsides & Sheer-strakes Greenheart.

Planking and Plank-sheers Greenheart and British Oak. The Water-ways { Upper Deck Greenheart

Lower Deck Greenheart.

Planks of Yellow-pine State of Good.

Shifts of the Planking are not less than 6 Feet — Inches. N.B. If less than prescribed by the Rule, state whether general

partial, and if partial in what part of the Ship. The Planking is wrought Three between, and without step-butt.

King Inside.—The Limber-strakes and Bilge-strakes are Greenheart.

Ceiling, Lower Hold, and between Decks Greenheart Shelf Pieces and Clamps Greenheart.

Plankings.—To Hold Beams a Hanging knee to every Beam and Lodging knees in

most spaces.—For details of connecting Beams to sides see approved Sketch

therewith.

Beams a Hanging knee to every Beam and Lodging knees to every most space.

For details of connecting Beams to sides see approved Sketch therewith.

Number of Breasthooks Five Iron Pointers None Crutches Four Iron.

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 Locust How Made Engine turned.

Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship very good.

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

Builder's Signature J. A. Fullarton Surveyor's Signature William

GRh295-0276 Saml. Laphorn

Anchors and Chains tested at the Glasgow Public Machine and certificates signed by 2^d Taylor Superintdt.

Her Standing and Running Rigging are wire and Hemp sufficient in size and good in quality.

She has one Long Boat and one Punuco and one Tug.
 The present state of the Windlass is Good Capstans Good Rudder Efficient Pumps Two Main and two Bkg. Good

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

1st.	When the Frame is completed	During the various stages of the construction
2nd.	When the Beams are put in, &c.	
3rd.	{ When completed, and before the plank be painted or payed }	
		in all thirty-one visits.

General Remarks She has been built under Special Survey, as per request 72479, dated 13th August 1888. Has a full Poop and Monkey Forecastle, also a House on deck, amidships, for the accommodation of part of crew. Is fitted with Iron Upper and Lower deck Beams connected to the sides of the vessel, in accordance with the approved sketch herewith. She has Tie-plates at the sides of Hatchways, on the Upper deck Beams, extending all fore and aft $12 \times \frac{7}{8}$, and double Angle Irons $3 \times 3 \times \frac{7}{8}$ extending fore and aft at the centre of Lower deck Beams. - Is fitted with sixteen pairs of Iron diagonal Straps $4 \frac{1}{2} \times \frac{7}{8}$ outside of frame, ranging from the Upper-deck Beams, to the Lower-part of Chocks of first Hull-locks. Heads: 2

The Shelves and Watertways are efficiently through fastened with Bolt and Iron nails to our satisfaction. The Sheerstrakes have been edge bolted, and some extra in and out Calvanized Iron bolts have been added as compensation for the deficient depth of plating surface of Timber Heads against Watertway, and the number of Hooks and Brackets fitted in the Vessel is also in our opinion satisfactory, as sanctioned by the Committee, per Secretary's letter 1st November last. The Poop deck fastenings are of Calvanized Iron.

The upper deck Stringer-plate is three inches narrower than the Rule specifies, but it will be seen on reference to the Sketch, she has considerably more wood waterway than the required Sectional area of a good Beam, and the upper deck Beams are spaced 12 ins closer than the Rule stipulates. - The Lower deck Waterways and Shelves are smaller than the Rule admits, but as a set off against these things, it will be found that she has a 9×1 Stringer-plate, and a $4\frac{1}{2} \times 3 \times \frac{7}{16}$ Angle Iron on ends of Lower deck Beams, over and above what a vessel with good Beams would require, and the Beams themselves are also spaced 12 ins closer than the Rule specifies, - and we respectfully submit that these extras may be accepted as sufficient compensation for the deficient sized Shelves and Waterways. She has also a 15×12 Rider-Keelson of Greenheart more than required. -

Is fastened internally with Greenails and Yellow metal bolts and dunnage to the exclusion of Iron from the lower part of the hull up to the height of one-fifth of the midship depth of hold, below the upper side of upper deck, and parallel thereto forward and aft, above which all fastenings of every description outside and the whole of the inside fastenings are of properly Galvanized Iron.

She has been salted during construction in accordance with the requirements of the Committee's Circular No. 250*, with the exception of a small portion on each side amidships, from the under side of Hold Beams to the listing at upper turn of Bilges; the stops for holding the Salt are fitted, and the owners have sent away a quantity of salt in the vessel to complete it; Their accompanying application to be allowed an additional year's Class for "Salting" is submitted for the favorable consideration of the Committee; observing that she will return to this Country in about five months when an inspection could be made to ascertain that the conditions of the Circular referred to has been fulfilled.

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

If Sheathed, Doubled, Felted, or Coppered Copper over Felt When last done 1890

~~I am of~~ opinion this Vessel should be Classed 14. A. 1 providing the committee concur in the above remarks - 1

The Amount of the Fee.....£ 5 : 0 : 0 is received by me.

Special £29: 13: 0

Certificate£ - : - :

Committee's Minute 25th March 1840

Character assigned 18 Δ \ to be

Character assigned AQCP upon

To be reconsidered. Amul. Lapham
upon completion of setting.

Sent to Els 10/9/84