

Tonnage under Tonnage Deck *82.9*
Netto of Third, Spar, or Awning Deck. *14.72*
Netto of Poop, or Raised Or. Dk. *32*
Netto of Hold on Deck *5.27*
Netto of Forecastle *103.24*
Gross Tonnage *9.17*
Crew Space *94.04*
Engine Room *64.17*
Water Tonnage out on Beam *29.87*

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) *9.00*
Depth from upper part of Keel to top of Upper Deck Beams *8.66*
Girth of Half Midship Frame (as per Rule) *14.91*
1st Number *32.57*
1st Number, if a 3-Decked Vessel deduct 7 feet
Length *94.09*
2nd Number *3064*
Proportions— Breadths to Length *5.22*
Depths to Length— Upper Deck to Keel *10.86*
Main Deck ditto

Master *A. McIntosh*
Built at *Weymouth*
When built *1886* Launched *24th March*
By whom built *Culzean Shipbuilding & Engineering Co. Ltd*
Owners *J. M. Murray*
Residence *Saltcoats*
Port belonging to *Cardross*
Destined Voyage *Coasting*
Surveyed while Building, Afloat, or in Dry Dock.

Length	Feet.	Inches.	Breadth	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams	
Length of Ship per Register, length,	<i>94</i>	<i>1</i>	Moulded...	<i>18</i>	<i>"</i>	top of Floors to Upper Deck Beams	<i>7</i>	<i>10 1/2</i>	<i>35</i>	<i>35</i>	<i>1</i>	<i>1</i>	
Dimensions of Ship per Register, length, <i>95</i> breadth, <i>18</i> depth, <i>7.6</i>													
KEEL, depth and thickness	<i>2 1/2</i>	<i>1 1/8</i>	Inches in Ship.	<i>6 1/2</i>	<i>1 1/8</i>	Inches per Rule.	<i>6 1/2</i>	<i>1 1/8</i>	Flat Keel Plates, breadth and thickness				
EM, moulding and thickness	<i>5 1/2</i>	<i>1 1/8</i>		<i>5 1/2</i>	<i>1 1/8</i>		<i>5 1/2</i>	<i>1 1/8</i>	PLATES in Garboard Strakes, br'dth & thickness				<i>30</i>
ERN-POST for Rudder do. do.	<i>5 1/2</i>	<i>2 1/4</i>		<i>5 1/2</i>	<i>2 1/4</i>		<i>5 1/2</i>	<i>2 1/4</i>	From Garboard to upper part of Bilges...				<i>30</i>
" " for Propeller	<i>20</i>	<i>20</i>		<i>20</i>	<i>20</i>		<i>20</i>	<i>20</i>	Of d'ble at Bilge, or increased thickness, and length applied <i>1/2</i> length				<i>30</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>2 1/2</i>	<i>2 1/2</i>		<i>2 1/2</i>	<i>2 1/2</i>		<i>2 1/2</i>	<i>2 1/2</i>	From up. prt of Bilge to lr. edge of Sh'rstrake...				<i>30</i>
AMES, Angle Iron, for 2/3 length amidships	<i>2 1/2</i>	<i>2 1/2</i>		<i>2 1/2</i>	<i>2 1/2</i>		<i>2 1/2</i>	<i>2 1/2</i>	Main Sheerstrake, breadth and thickness...				<i>30</i>
Do. for 1/3 at each end	<i>2 1/2</i>	<i>2 1/2</i>		<i>2 1/2</i>	<i>2 1/2</i>		<i>2 1/2</i>	<i>2 1/2</i>	Of d'ble at Sh'stk. & lng. applied				<i>30</i>
VERSED FRAMES, Angle Iron	<i>2 1/2</i>	<i>2 1/2</i>		<i>2 1/2</i>	<i>2 1/2</i>		<i>2 1/2</i>	<i>2 1/2</i>	From Mn. to Up. or Spar Dk. Sh'rstrake...				<i>30</i>
DOORS, depth and thickness of Floor Plate	<i>9 1/2</i>	<i>4 1/2</i>		<i>9 1/2</i>	<i>4 1/2</i>		<i>9 1/2</i>	<i>4 1/2</i>	Up or Spar Dk Sh'rstrake, breadth & thickness				<i>30</i>
at mid line for half length amidships	<i>4 3/4</i>	<i>19</i>		<i>4 3/4</i>	<i>19</i>		<i>4 3/4</i>	<i>19</i>	Butt Straps to outside plating, breadth & thickness				<i>30</i>
thickness at the ends of vessel	<i>4 3/4</i>	<i>19</i>		<i>4 3/4</i>	<i>19</i>		<i>4 3/4</i>	<i>19</i>	Lengths of Plating				<i>30</i>
depth at 2/3 the half-bdth. as per Rule	<i>4 3/4</i>	<i>19</i>		<i>4 3/4</i>	<i>19</i>		<i>4 3/4</i>	<i>19</i>	Shifts of Plating, and Stringers				<i>30</i>
height extended at the Bilges...	<i>4 3/4</i>	<i>19</i>		<i>4 3/4</i>	<i>19</i>		<i>4 3/4</i>	<i>19</i>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness...				<i>30</i>
AMS, Upper, Spar, or Awning Deck	<i>4 1/2</i>	<i>3</i>		<i>4 1/2</i>	<i>3</i>		<i>4 1/2</i>	<i>3</i>	Angle Iron on ditto				<i>30</i>
gle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>4 1/2</i>	<i>3</i>		<i>4 1/2</i>	<i>3</i>		<i>4 1/2</i>	<i>3</i>	Tie Plates fore and aft, outside Hatchways				<i>30</i>
gle or double Angle Iron on Upper edge	<i>40</i>	<i>40</i>		<i>40</i>	<i>40</i>		<i>40</i>	<i>40</i>	Diagonal Tie Plates on Beams No. of Pairs				<i>30</i>
Average space...	<i>40</i>	<i>40</i>		<i>40</i>	<i>40</i>		<i>40</i>	<i>40</i>	Flat of Up., Spar, or Awning Dk. * <i>4 1/2</i>				<i>30</i>
AMS, Main, or Middle Deck	<i>4 1/2</i>	<i>3</i>		<i>4 1/2</i>	<i>3</i>		<i>4 1/2</i>	<i>3</i>	How fastened to Beams				<i>30</i>
gle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>4 1/2</i>	<i>3</i>		<i>4 1/2</i>	<i>3</i>		<i>4 1/2</i>	<i>3</i>	Stringer Plate on ends of Main or Middle Deck				<i>30</i>
gle or double Angle Iron, on Upper Edge	<i>40</i>	<i>40</i>		<i>40</i>	<i>40</i>		<i>40</i>	<i>40</i>	Beams, breadth and thickness				<i>30</i>
Average space...	<i>40</i>	<i>40</i>		<i>40</i>	<i>40</i>		<i>40</i>	<i>40</i>	Is the Stringer Plate attached to the outside plating?				<i>30</i>
AMS, Lower Deck	<i>4 1/2</i>	<i>3</i>		<i>4 1/2</i>	<i>3</i>		<i>4 1/2</i>	<i>3</i>	Angle Irons on ditto, No.				<i>30</i>
gle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>4 1/2</i>	<i>3</i>		<i>4 1/2</i>	<i>3</i>		<i>4 1/2</i>	<i>3</i>	Tie Plates, outside Hatchways				<i>30</i>
gle or double Angle Iron on Upper Edge	<i>40</i>	<i>40</i>		<i>40</i>	<i>40</i>		<i>40</i>	<i>40</i>	Diagonal Tie Plates on Beams, No. of pairs				<i>30</i>
Average space...	<i>40</i>	<i>40</i>		<i>40</i>	<i>40</i>		<i>40</i>	<i>40</i>	Flat of Middle Deck * do.				<i>30</i>
AMS, Hold, or Orlop	<i>4 1/2</i>	<i>3</i>		<i>4 1/2</i>	<i>3</i>		<i>4 1/2</i>	<i>3</i>	How fastened to Beams				<i>30</i>
gle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>4 1/2</i>	<i>3</i>		<i>4 1/2</i>	<i>3</i>		<i>4 1/2</i>	<i>3</i>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams				<i>30</i>
gle or double Angle Iron on Upper Edge	<i>40</i>	<i>40</i>		<i>40</i>	<i>40</i>		<i>40</i>	<i>40</i>	Is the Stringer Plate attached to the outside plating?				<i>30</i>
Average space...	<i>40</i>	<i>40</i>		<i>40</i>	<i>40</i>		<i>40</i>	<i>40</i>	Angle Irons on ditto, No.				<i>30</i>
ELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<i>7 1/2</i>	<i>4 1/2</i>		<i>7 1/2</i>	<i>4 1/2</i>		<i>7 1/2</i>	<i>4 1/2</i>	Stringer or Tie Plates, outside Hatchways				<i>30</i>
Rider Plate	<i>6 1/2</i>	<i>4 1/2</i>		<i>6 1/2</i>	<i>4 1/2</i>		<i>6 1/2</i>	<i>4 1/2</i>	Flat of Lower Deck *				<i>30</i>
Bulb Plate to Intercoastal Keelson	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>	Ceiling betwixt Decks, thickness and material				<i>30</i>
Angle Irons	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>	" in hold do. do.				<i>30</i>
Double Angle Iron Side Keelson	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>	Main piece of Rudder, diameter at head				<i>30</i>
Side Intercoastal Plate	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>	do. at heel				<i>30</i>
do. Angle Irons	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>	Can the Rudder be unshipped afloat?				<i>30</i>
Attached to outside plating with angle iron	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>	Bulkheads No. <i>4</i> No. per Rule <i>4</i>				<i>30</i>
GE Angle Irons	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>	" Thickness of <i>4 1/2</i>				<i>30</i>
do. Bulb Iron	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>	" Height up <i>As shown on approved drawing</i>				<i>30</i>
do. Intercoastal plates riveted to plating for length	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>	" How secured to sides of ship <i>As shown on approved drawing</i>				<i>30</i>
CE STRINGER Angle Irons	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>	" Size of Vertical Angle Irons <i>2 1/2 x 2 1/2</i> and distance apart <i>30</i> ins.				<i>30</i>
Intercoastal plates riveted to plating for length	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>	" Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i>				<i>30</i>
E STRINGER Angle Irons	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>	Riveted through plates with <i>1/2</i> in. Rivets, about <i>5</i> apart.				<i>30</i>
FRAMES extend in one length from <i>middle line</i> to <i>Upper deck</i> and to <i>Raised quarter d'ble</i>	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>	And to <i>Upper turn of Bilge</i> and to <i>Forecastle d'ble</i>				<i>30</i>
REVERSED ANGLE IRONS on floors and frames extend <i>from middle line</i> to <i>Upper turn of Bilge</i> and to <i>Forecastle d'ble</i>	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>	And butts properly shifted? <i>Yes</i>				<i>30</i>
ELSONS. Are the various lengths of Plates and Angle Irons properly connected? <i>Yes</i>	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>					<i>30</i>
ATING. Garboard, double riveted to Keel, with rivets <i>7/8</i> in. diameter, averaging <i>4 3/8</i> ins. from centre to centre.	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>					<i>30</i>
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <i>7/8</i> in. diameter, averaging <i>2 3/4</i> ins. from centre to centre.	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>					<i>30</i>
Butts from Keel to turn of Bilge, worked clencher, double riveted; with rivets <i>7/8</i> in. diameter averaging <i>2 1/2</i> ins. from centre to centre.	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>					<i>30</i>
Butts of <i>1</i> Strakes at Bilge for <i>1/2</i> length, treble riveted with Butt Straps <i>1/20</i> thicker than the plates they connect.	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>					<i>30</i>
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets <i>7/8</i> in. diameter, averaging <i>2 3/4</i> ins. from cr. to cr.	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>					<i>30</i>
Butts from Bilge to Main Sheerstrake, worked clencher, double riveted; with rivets <i>7/8</i> in. diameter, averaging <i>2 1/2</i> ins. from cr. to cr.	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>					<i>30</i>
Edges of Main Sheerstrake, double or single riveted.	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>					<i>30</i>
Butts of Main Sheerstrake, treble riveted for length amidships.	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>					<i>30</i>
Butts of Main Stringer Plate, treble riveted for length amidships.	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>					<i>30</i>
Breadth of laps of plating in double riveting	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>					<i>30</i>
Breadth of laps of plating in single riveting	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>					<i>30</i>
Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>					<i>30</i>
at description of <i>Steel</i> is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>					<i>30</i>
Manufacturer's name or trade mark, <i>Ballard & Chydesdale</i>	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>					<i>30</i>
The above is a correct description.	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>					<i>30</i>
Builder's Signature, <i>Culzean Shipbuilding & Engineering Co. Ltd</i>	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>					<i>30</i>
Surveyor's Signature, <i>W. W. W. W.</i>	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>					<i>30</i>
Surveyor to Lloyd's Register of British and Foreign Shipping.	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>					<i>30</i>

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

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

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

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

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

Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are of Pine 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 & LETTER for EQUIPMENT 3370.0

SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
N ^o .	Chain	337	60-1/2	11 1/2	1 1/4	8 1/2	Bower	2	3-2-10	6-0-3-2	3-2-0	29 Lewis
Fore Sails,	Iron Stream Chain	15	8 1/2	6-1/2	4 1/2	5 1/2	Anchor	2	3-2-7	6-0-3-2	3-2-0	Reherton
Fore Top Sails,	or Steel Wire											
Fore Topmast Stay Sails,	or Hempen Strm Cable											
Main Sails,	Towline, Hemp.		75	5 1/2	75	5 1/2						
Main Top Sails, and	or Steel Wire											
	Hawser		90	3	90	3	Stream Anchor		3-22		3-0	
	Warp						Kedge		3-4		2-0	
	quality						2nd Kedge.					

Standing and Running Rigging of fine Manila sufficient in size and good in quality. She has Two Long Boat and good

The Windlass is good Capstan and Rudder good Pumps Upper Trailing attached

Engine Room Skylights. How constructed? Non-Compass 22 above deck How secured in ordinary weather? Screw bolts

What arrangements for deadlights in bad weather? Deck of frame & covers

Coal Bunker Openings. How constructed? Circular lids How are lids secured? Bayonet joints Height above deck? Flush

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Six Scuppers round port

Cargo Hatchways. How formed? 6/16 Cornings 11 above deck

State size Main Hatch 13-4 x 7-0 Fore hatch Quarter hatch

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? A shifting beam & strong fore rafter fitted in the way

Hatches, If strong and efficient? Yes 2 1/2 inch

Order for Special Survey No. 289

Date 24th Oct 1885

Order for Ordinary Survey No.

Date

No. 24 in builder's yard.

State dates of letters respecting this case 29th Oct 1885

General Remarks (State quality of workmanship, &c.) The workmanship is good throughout

This vessel has been built in accordance with the approved drawings hereto

attached and the conditions contained in the Secretary's Report referred to have

been carried out & the rules in other respects complied with