

No. 330 Survey held at London Date, first Survey 7 January Last Survey 25 January 1875

on the Ship "Donald Mackay" Master W. Williams  
Tonnage under Deck 1616.22  
Ditto of Spar Deck, or Loading Deck 702.08  
Ditto of Poop, or Raised C. D. 117.83  
Ditto of Houses on Deck 55.61  
Ditto of Forecastle 128.11  
Gross Tonnage 2613.85  
Crew Space, as per Rule 165.09  
Registered Tonnage, cut on Beam 2448.76  
Engine Room  
Register Tonnage, as a Steamer, cut on the Beam  
Built at New York When built 1855 Launched 1855  
By whom built Owners W. Williams  
Port belonging to London Destined Voyage S. America  
If Surveyed while Building, Afloat, or in Dry Dock Afloat & Dry Dock

Length as per section 39	Feet. 255	Inches. 245	Extreme Breadth Outside	Feet. 46	Inches. 3	Depth of Hold	Feet. 21.5	Inches. 6	Number of Decks	3 laid
Length of Keel	245									
Scantlings of Timber.										
TIMBER AND SPACE	31									
Floors	12	16								
1st Foothooks	12	13								
2nd Ditto	11	10								
3rd Ditto	10 1/2	8 3/4								
Top Timbers	10 1/2	7								
Deck Beams, length amidships	42 1/2	4								
Hold Beams, length amidships	43	4								
Keel	16	16								
Scarp of Ditto	4 1/2	16								
Keelsons	4 1/2	16								
Scarp of Ditto	4 1/2	16								
Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron, also of Treenails.										
El-Knee, & Deadw'd abaft										
of Keel, N°										
in Bolts through Keel										
each Floor										
its thro' Heels of Timbers										
against Deadwood										
Frame Bolts										
Transoms and throats of Hooks										
Arms of Hooks										
Thro' Bilge and Limber Strakes										
Thickstuff over Double Floors										
Butt End Bolts										
Short Bolts in Ceiling										
Pintles of the Rudder										
Waterway										
Knees										
Shelf or Clamp										
Waterway										
Knees										
Shelf or Clamp										
Nails or Bolts in Flat of Deck										
Treenails										

Planking.—The Space between the Floor Timbers and Lower Foothooks is 7 Inches. The Space between the Top-Timbers is 10 Inches.  
The Floors consist of Amer Oak  
Second Foothooks of Amer Oak  
Main Keelson is Pitch Pine and is free from all defects.  
Rider Keelson is Pitch Pine  
Transoms, Knightheads, Hawse Timbers, & Aprons of Amer Oak ditto.  
Dead, of not seen and ditto.  
Stern Post of ditto.  
The Deck and Hold Beams of P. Pine  
Breasthooks of Oak & Iron Knees of Oak & Iron  
The Main piece of Rudder of Windlass of  
(The Keel of Oak)  
Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is Amer Oak ditto  
From the above named height to the Wales Pitch Pine  
The Wales and Black-strakes Pitch Pine  
The Spirketting and Plank-sheers Pitch Pine  
The Decks State of  
The Shifts of the Planking are not less than 46 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 2 or 3 between, and without step-butting.  
Planking Inside.—The Limber-strakes and Bilge-strakes are Pitch Pine  
The Ceiling, Lower Hold, and between Decks Pitch Pine  
Shelf Pieces and Clamps Pitch Pine  
Fastenings.—To Hold Beams Hanging and lading trees to each Beam  
Main Beams Hanging and lading trees to each Beam and 18 pairs of  
People standards distributed between fore, main and mizzen masts.  
Deck Beams Hanging and lading trees to each Beam.  
Number of Breasthooks 9 Pointers 3 pairs Crutches 3  
Butt End Bolts are of 4 in the Bottom 100 Bolts in each Butt End 100 through and clenched.  
Bilge and Limber Strakes not bolted through and clenched.  
Treenails of Gum Wood How Made Laid  
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 Surveyor's Signature J. Skilston  
Surveyor to Lloyd's Register of British and Foreign Shipping.



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

34435 Lon

She has SAILS.		CABLES, &c.		Fathoms.	Inches.	Test as per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.		N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
N <sup>o</sup> .		Chain	200 2 1/2				200. 2 1/2		where Machine used, the name of the Machine, and the name of the Surveyor, and the date of the Survey.	Bowers	3	43		40	
Fore Sails,												43		40	
Fore Top Sails,												26		34	
Fore Topmast Stay Sails,		Hmpn Strm Cbl.	80	14			11								
Main Sails,		Hawser	90	10			11					15		15	
Main Top Sails,		Towlines	90	7			7					95		7 1/2	
and		Warp												3 3/4	
and		All of good quality													

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

She has one Long Boat and 5 other Boats

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps 4 Iron Good

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Pots in the Bulwarks

Cargo Hatchways.—How formed? regularly framed

State size 7.7 6.9 6.9

If of extraordinary size, state how framed and secured? ✓

What arrangement for shifting beams? ✓

Hatches, themselves, whether strong and efficient? yes

Main Hatchways.—State size 11.4 9.4

Order for Special Survey, No.

Date

Order for Ordinary Survey, No.

Date

No. in Builder's Yard.

DATES of Surveys

held while build-

ing, 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

### General Remarks.

This ship has been specially surveyed in accordance with the second survey sect 83. She was docked in North Dock and Bottom painted and Caulking tested by T. Shilston, but as the owner had not then decided to submit the vessel for classification, the particulars of Keel, planking, &c. were not taken. They have however been furnished by the Owner and his Foreman, as entered on Report. Listings cut out fore and aft between upper and main deck beams, also between main and Orlop beams, and below the latter. Beam ends examined by boring and sounding. Listings cut out at Buttock. Windlass bearings removed & cables laid out on deck. The scraping of outside has been done in sections, which it is submitted is sufficient, as doubling of 3 Pitch Pine was put on new in April 1868, by Messrs Clayton & Co. as per their Certificate attached. The doubling extends from foremast down to the mainmast and is fastened with 1 Iron bolts. The deck is doubled with 3 Pine 3". The ship as will be seen from the letter of Messrs Johnson & Co. had a large number of Stringy Bark treenails driven in her, and other fastenings added in 1864. The Lower Masts are of Iron. Fore mast 105.4 x 36 1/2 at deck, main mast 106.5 x 37 at deck, Mizen 91 feet x 25 at deck. The Fore and main masts formed with 4 plates in the round, 2 in the Run. Butts and edges double rivetted, and with Angle Bars inside at each plate. Mizen 3 plates in the round with edge straps single rivetted & Butts straps double. Angles inside. We found this ship strongly constructed and sound in condition. Our examination has been of a very satisfactory character, and we beg to recommend her as eligible to class 1 F.

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled, we are

When last done

1874

of opinion this Vessel should be Classed 1 F. 1. S. S. 2-75-4 yrs.

The Amount of the Entry Fee .. £ 5 : 0 : 0 received by me, Harvey

Special .. £ 15 : 15 : 0

Certificate .. : 5 : 0

(Travelling Expenses, if any, £ ..)

Committee's Minute 9th February 1875

Character assigned 1 F. 1

S. S. No. 2-75-4 yrs

pt doubled

This vessel has been specially surveyed in accordance with Sect Survey No. 2, and appears eligible to be classed as recommended 1 F. 1, and marked in the Register S. S. No. 2-75-4 yrs.

4/2/75