

No. 4134 Survey held at Derwick Date, first Survey 30th Aug '73 Last Survey 30th May '78
on the Screw Ketch Edith Master

TONNAGE under Tonnage Deck 83.45
Ditto of Spar Deck, or Avoing Deck
Ditto of Poop, or Raised Gr. Dk.
Ditto of Houses on Deck 3.53
Ditto of Forecastle
Gross Tonnage 88.98
Crew Space, as per Rule 7.84
Register Tonnage, out on Beam
Engine Room 28.47
Register Tonnage, as a Steamer, }
cut on the Beam } 52.67

Built at Derwick When built 1878 Launched 21st Feb'y
By whom built A.B. Gowan & Son Owners
Port belonging to Not yet registered Destined Voyage
If Surveyed while Building, Afloat, or in Dry Dock Whilst building afloat

| | | | | | | | | | | |
|--|----------|-----------|-------------------------|----------|-----------|---------------|---------|-----------|-----------------|-----|
| Length as per section 39 | Feet. 81 | Inches. 0 | Extreme Breadth Outside | Feet. 20 | Inches. 1 | Depth of Hold | Feet. 9 | Inches. 7 | Number of Decks | One |
| Length of Keel | 81 | 0 | | | | | | | | |
| Scantlings of Timber. | | | | | | | | | | |
| TIMBER AND SPACE | 24 | | 24 | | | | | | | |
| Floors | 8 | 8 | 8 | 7 | | | | | | |
| 1 st Foothooks | 4 1/2 | 4 1/2 | | | | | | | | |
| 2 nd Ditto | 6 1/2 | 6 1/2 | | | | | | | | |
| 3 rd Ditto | 6 | 5 1/2 | 4 1/2 | 5 1/2 | 5 1/2 | 4 | | | | |
| Top Timbers | | | | | | | | | | |
| Deck { N ^o 12 Average } 4.0 | 8 | 8 | 6 | 7 | 7 | 5 3/4 | | | | |
| Beams { 16 H.B. Hatches } 10 | 10 | 10 | 4 | 10 | 8 | 5 1/2 | | | | |
| Deck Beams, length amidships | 18 ft. | | 18 ft. | | | | | | | |
| Hold { N ^o Average } 5.0 | | | | | | | | | | |
| Beams | | | | | | | | | | |
| Hold Beams, length amidships | 9 | 12 | | | | | | | | |
| Keel | 9 | 12 | | | | | | | | |
| Scarp of Ditto | 5.0 | | 4.0 | | | | | | | |
| Keelsons | 12 | 14 | 12 | 14 | | | | | | |
| Scarp of Ditto | | | | | | | | | | |

| | | | |
|---------------------------------------|-----------------|---|------|
| Outside Plank. | | Dimensions of Ship per Register, | |
| Garboard Strakes | 1 1/2 | length | 82 |
| Garboard to Bilge | 1 1/2 | breadth | 20.2 |
| Bilge Planks | 1 1/2 | depth | 8.75 |
| Bilge to Wales | 1 1/2 | | |
| Wales | 3 1/2 | | |
| Topsides | 2 1/2 | | |
| Sheer Strakes | 2 1/2 | | |
| Plank Sheers | 2 1/2 | | |
| Water Upper Deck | 1 1/2 x 5 9 x 5 | | |
| Ways Lower Deck | | | |
| Ditto, faying surface against Timbers | 2 1/2 | | |
| Upper Deck | 2 1/2 | | |

| | |
|----------------------|-------|
| Inside Plank. | |
| Limber Strakes | 3 1/2 |
| Bilge Planks | 3 |
| Ceiling in Flat | 2 |
| Ditto Bilge to Clamp | 2 |
| Hold Beam Clamps | 2 |
| Deck Beam Ditto | 2 |
| Ceiling 'twixt Decks | 6 1/2 |
| Hold Beam Shelves | 2 |
| Deck Beam Ditto | 2 |

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

| | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|--------------------------------|-------|-------|-------|--------------------------------|----------------|-------|-------|
| Heel-Knee, & Dead'd abaft | 1 1/2 | 1 1/2 | 1 1/2 | Transoms and throats of Hooks | 1 1/2 | 1 1/2 | 1 1/2 | Hold Beam | Waterway | 4 1/2 | 4 1/2 |
| Scarp of Keel, N ^o 6 | 1 1/2 | 1 1/2 | 1 1/2 | Arms of Hooks | 1 1/2 | 1 1/2 | 1 1/2 | Bolts in | Knees | 4 1/2 | 4 1/2 |
| Keelson Bolts through Keel | 1 1/2 | 1 1/2 | 1 1/2 | Thro' Bilge and Limber Strakes | 1 1/2 | 1 1/2 | 1 1/2 | Deck Beam | Waterway | 4 1/2 | 4 1/2 |
| at each Floor | 1 1/2 | 1 1/2 | 1 1/2 | Thickstuff over Double Floors | 1 1/2 | 1 1/2 | 1 1/2 | Bolts in | Knees | 4 1/2 | 4 1/2 |
| Bolts thro' Heels of Timbers | 1 1/2 | 1 1/2 | 1 1/2 | Butt End Bolts | 1 1/2 | 1 1/2 | 1 1/2 | | Shelf or Clamp | 4 1/2 | 4 1/2 |
| against Deadwood | 1 1/2 | 1 1/2 | 1 1/2 | Short Bolts in Ceiling | 1 1/2 | 1 1/2 | 1 1/2 | Nails or Bolts in Flat of Deck | | 5 1/2 | 5 1/2 |
| Frame Bolts | 1 1/2 | 1 1/2 | 1 1/2 | Pintles of the Rudder | 1 1/2 | 1 1/2 | 1 1/2 | Treenails | Inches | 1 1/2 | 1 1/2 |

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 4 1/2 Inches. The Space between the Top-Timbers is 6 Inches.

The Floors consist of Pantyle & Br oak The First Foothooks of Pantyle & Br oak

The Second Foothooks of Br oak The Third Foothooks and Top Timbers of Br oak

The Main Keelson is Pitch Pine and — free from all defects. The Shifts of the First and Second Foothooks are not less than 3-6

(The Rider Keelson is) N.B. When less than prescribed by the Rule, state how many.

The Transoms, Knightheads, Hawse Timbers, & Aprons of Br oak ditto. The rest of the Shifts of the Frame are Good

Deadwood, of Br oak and ditto. The Frame is well squared from First Foothook Heads upwards,

The Stem, and Stern Post of Br oak ditto. and — free from sap, and from thence downwards, the frame is Good

The Deck and Hold Beams of Br & German oak The Frames are not bolted together to the Gunwale.

Breasthooks of Br oak Knees of Br oak N.B. If not, state how bolted

The Main piece of Rudder of Br oak Windlass of Cast iron The Butts of the Timbers are — close together; their thickness not

(The Keel of Amer rock elm.) less than 1 1/2 of the entire moulding at that place.

The Frame is cross chocked with a Butt at each end of the chock.

Planing Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is Amer rock elm & Baltic oak

From the above named height to the Wales Baltic oak

The Wales and Black-strakes Baltic oak The Topsides & Sheer-strakes Pitch Pine & Baltic oak

The Spinketing and Plank-sheers Baltic oak The Water-ways { Upper Deck Pitch Pine & Baltic oak

The Decks Yellow Pine State of Good Lower Deck 10

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 Pitch Pine & Baltic oak

The Ceiling, Lower Hold, and between Decks Pitch Pine & Baltic oak Shelf Pieces and Clamps Pitch Pine & Baltic oak

Fastenings.—To Hold Beams 10 10 10

Deck Beams Bowelled Bolted to Waterways shelf. Five pairs changing and five pairs of rider knees.

Number of Breasthooks Two iron & one wood Pointers one iron Crutches one iron

Butt End Bolts are of ym in the Bottom Bolts in each Butt End through and clenched.

Bilge and Limber Strakes ym bolted through and clenched. Treenails of Br oak How Made Machine

Thickstuff over Double Floors ym 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 A.B. Gowan & Son Surveyor's Signature John D. Powell

Surveyor to Lloyd's Register of British and Foreign Shipping.

LTH554-0052

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

| N ^o . | SAILS. | CABLES, &c. | Fathoms. | Inches. | Test as per Certificate. | Length & Size req'd per Rule. | Test req'd per Rule. | ANCHORS, &c. | N ^o . | Weight, Ex. Stock. | Test as per Certificate. | Weight req'd per Rule. | Test req'd per Rule. |
|------------------|--------------------------|---|----------|---------|--------------------------|-------------------------------|----------------------|--------------|------------------|--------------------|--------------------------|------------------------|----------------------|
| | | | | | | | | | | | | | |
| 1 | Fore Sails, | Chain | 12 1/2 | 4 1/2 | 8-10-0-0 | 120 1/2 | 8-10-0-0 | Bowers | 1 st | 3-3-1 | 6-3-1-4 | 3-2-0 | 5-18-0-0 |
| 2 | Fore Top Sails, | State Machine where fastened, the name of the maker, and date of Certificate. | | | | | | | 2 nd | 3-2-26 | 3-0-4 | 3-2-0 | 5-18-0-0 |
| 3 | Fore Topmast Stay Sails, | Storm Cbl. | 45 | 5 1/2 | 3-0-0-0 | 90-52 | | Stream | 1 | 1-0-0 | | 1-0-0 | |
| 4 | Main Sails, | Hawser | 45 | 5 1/2 | | 90-3 | | Kedges | 1 | 3-5 | | 2-0 | |
| 5 | Main Top Sails, | Towlines | 45 | 4 | | | | | | | | | |
| | | Warp | | | | | | | | | | | |
| | | All of good quality | | | | | | | | | | | |

Her Standing and Running Rigging Nothing sufficient in size and Good in quality. She has 14 ft Long Boat and

The present state of the Windlass (Steam) Capstan Winch, and Rudder Good Pumps 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?

One scupper on each port and starboard side

Cargo Hatchways.—How formed? Wood coming down to the keel State size 1

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? One strong shifting beam in main hatchway.

Hatches, themselves, whether strong and efficient? Yes. Main Hatchways.—State size 23-0 x 12-0

| | | | |
|--|---|---|--|
| Order for Special Survey, No. <u>214</u> | DATES of Surveys | 1st. When the Frame is completed | <u>Build under Special Survey & Surveyed</u> |
| Date <u>25th Sept 1878</u> | held while building, as per Section 35. | 2nd. When the Beams are put in, &c. | <u>1873. Aug 30. Oct 30. 1874. Mar 30. May 5. July 15.</u> |
| Order for Ordinary Survey, No. <u>1</u> | | 3rd. When completed, and before the plank be painted or payed | <u>Aug 31. Oct 6. 30. 1875. Feb 18. May 27. Sept 3. Oct 13. 1876. Jan 24. Mar 4. 6. May 19. Aug 25. Sept 29. Nov 16. Dec 1. 1877. Jan 30. Mar 22. 1878. Jan 9. Feb 6. Mar 8. 16. 22. 26. 1879. May 11. 18. 30.</u> |
| No. <u>1</u> in Builder's Yard. | | | |

General Remarks.

This Choker wood steamer has been built in accordance with the plans & arrangements set forth on approved sketch of midship section with timber material of not less than the 9th grade. — Bidge Kabs 10 x 5 of American are fitted for 35 ft midship & fastened with 10th pin, one bolt in each timber.

The outside planking from the lower part of keel up to the height of one-fifth midship depth of hold is fastened with Yellow metal both inside & outside of iron & the remainder including inside fastenings are of galvanized iron as reg'd by Statute 36 Paragraph 1 for an extra year.

Saltsops have been inserted between the timbers at the an corners & at the bidges and the vessel galvanized the whole in accordance with requirements of the Rules Statute 37.

She is in my opinion eligible & I beg to recommend that she be classed

9 yrs by Table A
1 - - - - - Statute 37
1 - - - - - 46
11 yrs

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Yes When last done 11 A 1

I am of opinion this Vessel should be Classed 11 A 1

The Amount of the Entry Fee £ 1 : 0 : 0 received by me, John Dawkins.
Special £ 4 : 9 : 0 22 May 1878
Certificate

(Travelling Expenses, if any, £ 8 : 0 : 0)

Committee's Minute 4th, June 1878.

Character assigned A 1 for 11 yrs

Engineer's signature W. J. Salted

W. J. Salted

