

No. 11 Survey held at Anstruther Date, first Survey 22 July Last Survey 22 Dec
on the Wood Screw Steamer "Jane Buchanan" Master not fixed
Tonnage under Tonnage Act 99.67
Ditto of Space Deck, or covering Deck
Ditto of Poop, or Raised Or. Deck
Ditto of Hatches on Deck
Ditto of Forecastle
Gross Tonnage 99.67
Crew Space, upper Deck 19.90
Register Tonnage, put on Beam 70.56
Engine Room 50.66
Register Tonnage, as a Steamer, cut on the Beam 29.11
Built at Anstruther When built 1883 Launched 17th Oct
By whom built W Jarvis Owners A. Gibb
Port belonging to Bervie Destined Voyage Fishing North of Scotland
If Surveyed while Building, Afloat, or in Dry Dock While building & Afloat

Length as per section 89	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Number of Decks
Length of Keel	92		19		9		9		One
Scantlings of Timber.									
TIMBER AND SPACE	20		20						
Floors	5	12	9	5	12	9			
1st Foothooks	5			5					
2nd Ditto	5			5					
3rd Ditto	5	8	5	5	7	5			
Top Timbers									
Deck { N° 23 Average Space }	7	7		7	7				
Beams									
Deck Beams, length amidships	18 ft.								
Hold { N° Average Space }									
Beams									
Hold Beams, length amidships									
Keel	12	8	8	12	8	8			
Scarp of Ditto	8 ft.								
Keelsons	1 1/2	9	9	1 1/2	9	9			
Scarp of Ditto	8 ft.								
Outside Plank.									
Garboard Strakes	2 1/2			2 1/2					
Garboard to Bilge	2 1/2			2 1/2					
Bilge Planks	3			3					
Bilge to Wales	2 1/2			2 1/2					
Wales	2 1/2			2 1/2					
Topsides	2 1/2			2 1/2					
Sheer Strakes	2 1/2			2 1/2					
Plank Sheers	2 1/2			2 1/2					
Water { Upper Deck									
Ways { Lower Deck									
Ditto, faying surface against Timbers									
Upper Deck	2			2					
Inside Plank.									
Limber Strakes	4			4					
Bilge Planks	2 1/2			2 1/2					
Ceiling in Flat	1 1/2			1 1/2					
Ditto Bilge to Clamp	1 1/2			1 1/2					
Hold Beam Clamps									
Deck Beam Ditto									
Ceiling 'twixt Decks									
Hold Beam Shelves									
Deck Beam Ditto									

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

Heel-Knee, & Deadw'd abaft	Copper or Y.M. in Ship	Iron in Ship	Inches required per Rule	Transoms and throats of Hooks	Copper or Y.M. in Ship	Iron in Ship	Inches required per Rule	Hold Beam { Waterway ..	Copper or Y.M. in Ship	Iron in Ship	Inches required per Rule
Scarp of Keel, N° 10	1 1/2	1 1/2	1 1/2	Arms of Hooks	1 1/2	1 1/2	1 1/2	Bolts in { Knees			
Keelson Bolts through Keel at each Floor	1 1/2	1 1/2	1 1/2	Thro' Bilge and Limber Strakes	1 1/2	1 1/2	1 1/2	Shelf or Clamp			
Bolts thro' Heels of Timbers against Deadwood	1 1/2	1 1/2	1 1/2	Thickstuff over Double Floors	1 1/2	1 1/2	1 1/2	Deck Beam { Waterway ..			
Frame Bolts	3/16	3/16	3/16	Butt End Bolts	3/16	3/16	3/16	Bolts in { Knees			
				Short Bolts in Ceiling	3/16	3/16	3/16	Shelf or Clamp			
				Pintles of the Rudder	3/16	3/16	3/16	Nails or Bolts in Flat of Deck			
								Treenails			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is — Inches. The Space between the Top-Timbers is — Inches.
The Floors consist of Engl. Oak The First Foothooks of Engl. Oak
The Second Foothooks of do The Third Foothooks and Top Timbers of do
The Main Keelson is Pitch Pine and free from all defects. The Shifts of the First and Second Foothooks are not less than 3 ft 3 in
(The Rider Keelson is —) N.B. When less than prescribed by the Rule, state how many.
The Transoms, Knightheads, Hawse Timbers, & Aprons of Engl. Oak ditto. The rest of the Shifts of the Frame are 3 ft 3 in
Deadwood, of Engl. Oak and ditto. The Frame is well squared from First Foothook Heads upwards,
The Stem, and Stern Post of do ditto. and free from sap, and from thence downwards, the frame is
The Deck and Hold Beams of Larch The Frames are all bolted together to the Gunwale.
Breasthooks of Oak (1) & Iron (2) Knees of Iron N.B. If not, state how bolted
The Main piece of Rudder of Engl. Oak Windlass of Iron Steam Winch The Butts of the Timbers are — close together; their thickness not
(The Keel of Iron) less than — of the entire moulding at that place.
The Frame is chocked with Butt at each end of the chock.

Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is Pitch Pine
From the above named height to the Wales Larch
The Wales and Black-strakes Larch & Engl. Oak The Topsides & Sheer-strakes Engl. Oak & Larch
The Spirketting and Plank-sheers Larch The Water-ways { Upper Deck Larch
The Decks Pitch Pine State of Good Lower Deck
The Shifts of the Planking are not less than 6 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 or more between, and without step-buttting.

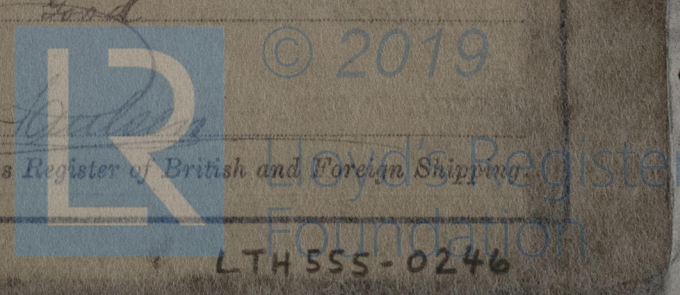
Planking Inside.—The Limber-strakes and Bilge-strakes are Pitch Pine
The Ceiling, Lower Hold, and between Decks Pitch Pine & Larch Shelf Pieces and Clamps Pitch Pine
Fastenings.—To Hold Beams

Deck Beams 9 pairs of iron hanging knee riders & 12 pairs of iron staple lodging knees.

Number of Breasthooks Three Pointers — Crutches Two
Butt End Bolts are of Yellow Metal in the Bottom two Bolts in each Butt End one through and clenched.
Bilge and Limber Strakes do bolted through and clenched. Treenails of — How Made —
Thickstuff over Double Floors do 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 William Jarvis Surveyor's Signature A. Gibb
Surveyor to Lloyd's Register of British and Foreign Shipping.



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

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight, Ex. Stamp.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
One built and	Fore Sails,	11957 Chain	60.1	3/4	13.10	120 fms.	13.10	Bowers 15685 15686 Stream Kedges	1	4.1.0	6.12.2.0	4.1.0	1.1.0
	Fore Top Sails,	11990	60.1	do	do	do	do		1	4.2.0	6.17.2.0	4.1.0	1.1.0
	Fore Topmast Stay Sails,	11990	60.1	do	do	do	do		1	4.2.0	6.17.2.0	4.1.0	1.1.0
	Main Sails,	11990	60.1	do	do	do	do		1	4.2.0	6.17.2.0	4.1.0	1.1.0
	Main Top Sails,	11990	60.1	do	do	do	do		1	4.2.0	6.17.2.0	4.1.0	1.1.0
	All of good quality	11990	60.1	do	do	do	do		1	4.2.0	6.17.2.0	4.1.0	1.1.0

Her Standing and Running Riggings *Wires & Masts* sufficient in size and *good* in quality. She has *One* Long Boat and *14 ft x 7 ft 6 in*

The present state of the *Wine* is *good*; *Ham* Capstan *good* 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?

Bulwarks open at bottom.

Cargo Hatchways.—How formed? *Wood Coaming bolted to beams & half planks* State size *10 in high x 12 in thick*

If of extraordinary size, state how framed and secured? *Ordinary Size*

What arrangement for shifting beams? *Wood Fore & After*

Hatches, themselves, whether strong and efficient? *Yes*

Main Hatchways.—State size *7 ft x 6 ft 5 in*

Order for Special Survey, No. *350*

Date *16th July 83*

Order for Ordinary Survey, No. *35*

Date *16th July 83*

No. *15* in Builder's Yard.

Dates of letters respecting this case, 1883 *29th June & 6th July*.

General Remarks.

Workmanship & Material Good.

This vessel is built in accordance with the regulations of the accompanying Midship Section approved by the Committee & in accordance with the Rules, as far as they apply.

The builder has not desired to have the Figure 1 added to her character and as the Equipment is not quite in accordance with the Rules, the figure 1 has not been recommended.

The machinery Report is not made out and Mr. Storrock informs me that it is uncertain when same will be completed.

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled *Painted* When last done *Now*

I am of opinion this Vessel should be Classed *A-1 for Fishing Purposes*

The Amount of the Entry Fee £ *1* : - : - received by me, *H. H. H.*

Special £ *5* : - : - *7th Jan. 1884*

Certificate *Gratis* :

(Travelling Expenses, if any, £ *6/12* -)

Committee's Minute *FRIDAY 11 JAN 1884* 18

Character assigned *A-1 for Fishing Purposes*

For Fishing Purposes

15/1/84

It is submitted that this vessel appears worthy the favorable consideration of the Committee to be classed

A-1 for Fishing purposes the weight of anchors & chains being equal to what the Committee have approved for vessels classed A-1 for fishing

The Machinery Report is not yet received

1. The mo...
2. Steel riv...
3. Samples...
4. All the...
5. All plat...
6. No steel...
7. Unless c...