

COMPOSITE SHIP.

Rec 15/11/66

No. 3303 Survey held at Grangemouth Date 9th November 1866
 on the Ship "Halled On" Master James Jeass
 Tonnage under tonnage deck 610.29 Built at Grangemouth When built 1866 Launched 26th September/66
 Ditto of 1st op 54.21 Ditto of 2nd op 6.93 By whom built Adamson & Co. Owners Alexander Adamson
 Ditto of engine room ✓ Port belonging to London Destined Voyage China
 Gross tonnage ✓ Total Register tonnage 644.43
 If Surveyed while Building, Afloat, or in Dry Dock While Building

Feet.	Inches.	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Horse.	N ^o . of Decks
Length aloft	<u>142.0</u>	Extreme Breadth	<u>28.6</u>		<u>14.10</u>		<u>✓</u>	<u>Single</u>
Dimensions of Ship per Register, length <u>142.65</u> breadth <u>28.8</u> depth <u>18.1</u>								
<div> <div> <div>Inches in Ship.</div> <div>Inches required per Rule.</div> <div>Inches required per Rule.</div> </div> <div> <div>Inches in Ship.</div> <div>Inches required per Rule.</div> <div>Inches required per Rule.</div> </div> </div> <div> <div>Keel, siding and moulding</div> <div>„ plate, breadth and thickness</div> <div>Stem, siding and moulding</div> <div>Fore deadwood plate, breadth and thickness</div> <div>Stern-post, siding and moulding</div> <div>Aft deadwood plate, breadth and thickness</div> <div>Distance of Frames from moulding edge to moulding edge, all fore and aft</div> </div> <div> <div>Frames, Size of Angle Iron, single or double</div> <div>„ „ Reversed Iron, & to every frame</div> <div>Floors, depth and thickness of Floor Plate at Mid line</div> <div>„ Ditto ditto at Bilge Keelson</div> <div>„ Size of Reversed Angle Iron, and N^o. one at top of Floor Plate</div> <div>„ If of Wood, siding & mould'g, at Mid. line</div> <div>Beams, Deck (N^o. 35) double Angle Iron, Plate, Tee, or Bulb Iron</div> <div>„ „ double or single Angle Iron, on edge</div> <div>„ „ average space between</div> <div>„ Hold, or Lower Deck (N^o. 34) double Angle, Tee, Plate, or Bulb Iron</div> <div>„ „ double or single Angle Iron, on edge</div> <div>„ „ average space between</div> <div>Keelson, single or double plate, box, or intercostal</div> <div>„ Size of Plates</div> <div>„ Size of Angle Irons</div> <div>„ If of Wood, siding and moulding</div> <div>„ Side, single or double, plate, box, or intercostal</div> <div>„ Bilge (N^o. one) at each Bilge, single, or double, plate, box, or intercostal</div> </div>								
<div> <div>Outside Plank.</div> <div>Garboard Strakes, thickness</div> <div>Garboard to Topsides ditto</div> <div>Topsides ditto</div> <div>Sheerstrakes ditto</div> <div>Planksheers ditto</div> <div>Water-Upper Deck</div> <div>Ways Lower Deck</div> </div> <div> <div>Iron Sheerstrake, breadth and thickness</div> <div>„ Bilge Plate ditto ditto</div> <div>Diagonal Plates on Frames</div> <div>Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness</div> <div>Angle Iron on ditto</div> <div>Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways</div> <div>Diagonal Tie Plates on 4 pairs ditto</div> <div>Flat of Upper Deck, thickness</div> <div>Ceiling betwixt Decks, thickness</div> <div>„ in Hold, thickness</div> <div>Clamps or Spiketting ditto</div> <div>Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness</div> <div>Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams</div> <div>Stringers in Hold</div> <div>Flat of Lower Deck, thickness</div> <div>Diameter of Hold Pillars</div> <div>Main piece of Rudder, diameter at head</div> </div>								
<div> <div>Can the Rudder be unshipped afloat</div> <div>Yes</div> </div>								

The Floors consist of Iron The Main piece of Rudder is Teak of Woodlass is Iron
 The Keel is Iron The Main Keelson is Iron and is free from all defects.
 The Stem, and Stern Post of Teak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Teak Deadwood, of Teak and are free from all defects.

The Deck and Hold Beams of Iron The Breasthooks of Iron The Knees of Iron
 Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is American Elm

From the above named Height to the Light Water Mark Teak
 From the Light Water Mark to the Wales Teak & Iron
 The Wales and Black-strakes are Teak The Topsides & Sheerstrakes Teak

The Spiketting and Planksheers Iron The Water-ways { Upper Deck Iron Lower Deck Iron
 The Decks Yellow Pine State of good How fastened to Beams Through Bolts with Nuts & Washers

The Shifts of the Planking are not less than 16 Feet 0 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 down between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Portia Red Pine
 The Ceiling, Lower Hold, and between Decks Portia Red Pine Shelf pieces and Clamps ✓
 Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? ✓

Planksheer, how secured to the plating of the sides { Explain by sketch } See Section
 Waterway „ „ planksheer and to the Beams { if necessary. } See Section

Deck Beams, how secured to the side? Plated with plates rivetted to Frames
 Hold or Lower Deck ditto Do.
 General Quality of Workmanship Good No. of breasthooks Five crutches Five

What description of Iron is used for the Frames, Beams, Keelsons, Stringer and Tie Plates, Outside Plating, &c.? Butterfly and
 Manufacturer's name or trade mark Mass and Iron Works
 We certify that the above is a correct description of the several particulars therein given.

Owner's Signature Adamson & Co. Surveyor's Signature Edwin R. Conner

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, Galvanized Iron, or Iron.

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Deadwood forward and aft ..	1 1/2	1 1/2	1 1/4	Transoms and throats of Hooks	✓	✓	✓	Hold Beam	Waterway	✓	✓
Scarp of Keel, N ^o . 8	1 1/8	✓	1	Arms of Hooks	✓	✓	✓	Bolts in	Knees	✓	✓
Keelson Bolts through Keel at each Floor	✓	✓	✓	Thro' Bilge and Limber Strakes	✓	✓	✓	Deck Beam	Waterway	✓	✓
Bolts in Iron Keel Plate	✓	3/4	3/4	Butt End Bolts ..	✓	3/4	3/4	Bolts in	Knees	✓	✓
				Pintles of the Rudder	3/2	✓	3	Nails or Bolts in Flat of Deck	Shelf or Clamp	✓	✓

Her Masts, Bowprit, Yards, &c., are in good condition, and sufficient in size and length. If they are of Iron or Steel give the scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

Syne Public Test - Robert Purcell, Superintendent

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Chain	135	1 1/2	40.10	1 1/2	10.10	Rodgers Patent	1	22.0.0	22.0.0	21.0.0	21.6
2	Fore Top Sails,		135	1 1/2	40.10	1 1/2	10.10	Bowyer	1	21.0.6	21.0.6	21.0.0	21.6
2	Fore Topmast Stay Sails,	Hempen Stream Cable..	85	4	15.15	4	11.9	Rodgers Patent	1	18.3.14	19.15.1	18.0.0	19.
2	Main Sails,	Hawser	60	1 1/2	15.15	1 1/2	11.9	Stream	1	4.2.12	9.15.3	9.0.0	
2	Main Top Sails,	Towlines	85	10 1/2									
and others as usual for an East India Officer		Warp	85	6				Kedges	1	4.2.5		4.0.0	
		All of <u>good</u> quality.	35	5					1	2.1.20		2.1.0	

Her Standing and Running Rigging Wire & Hempen sufficient in size and good in quality.

She has One Long Boat and three others

The present state of the Windlass is efficient Capstan D. W. and Rudder efficient Pumps efficient

Order for Special Survey	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought	<u>Special Survey</u>
No. <u>131</u>	Surveys held	2nd.	On the plating during the progress of rivetting	<u>while Building</u>
Date <u>27th Dec^r 1864</u>	while building	3rd.	When the beams were in and fastened, and before the decks were laid	<u>from 26 January 1865</u>
Order for Ordinary Survey	as per	4th.	When the ship was complete, and before the plating was finally coated	<u>to 4th November 1865</u>
No. <u>✓</u>	Section 18.	5th.	After the ship was launched	
Date <u>✓</u>				

State if she has a Spur Deck Full Poop & Top Gallant Forecastle

General Remarks.

The Hold Beams of this vessel have been fitted with 8 by 3/4 in. Bulb Iron as recommended by the Committee in their letter of 29th December 1864; the frames of the Poop have been extended and rivetted to the curve plate of the keelson in accordance with the Committee's letter dated 16th Oct^r 1865 by Angle Irons of size as frames and well scarphed being about 2 feet 6 1/2 in. long and thus improving the connection to the Poop Beams. It will be observed that the plate at the Bilge is 13 inches instead of 15 inches broad as required; this has been compensated for by four Bilge Strakes on each side outside being one half inch extra thickness as sanctioned by Committee's letter dated 31st October 1865. The narrow Diagonal Tie plates referred to in this letter being found on further examination to be only partial have been removed and are now as required viz 10 1/2 inches broad.

This is the Builders first ship on the Combination principle the plant being new and the work people not being fully experienced considerable difficulty was manifested during its construction; the several recommendations made both by myself and also those in conjunction with Mess^{rs} Weymouth and Martin in 1865 and 66 respectively have been satisfactorily complied with and I am of opinion that she is a strong and efficient vessel.

Since being launched she has been placed in Dry Dock and sheathed with 1 1/4 in Yellow Pine or Patent Hair Felt fastened with Yellow Metal Nails to the upper parts of keels and sheathed in the bottom with Yellow Metal sheathing on Felt.

In what manner are the surfaces of Iron Work preserved from oxidation Red Lead & Paint

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

If Sheathed, Doubled, Felted, & Coppered 1 1/4 in Yellow Pine or Hair Felt When last done now done

I am of opinion this Vessel should be Classed 12. A. 1.

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

Nov 11 Special£ 33 : 14 : 0

Certificate£ 38 : 14 : 0

Committee's Minute 16th November 1866

Character assigned A 1 for 12 Years
Iron frame - planked
W. A. Exp. B. S.