

Copy

WOOD SHIP.

(Received at London Office

2102
24/9/87

No. 2102 Survey held at Aberdeen

Date, ~~24/9/87~~ March 21st

Last Survey

1863

on the Bk "Asshur"

Master J Collic

TONNAGE under Tonnage Deck Old 488

Ditto of Spar Deck, or Lining Deck New 460

Ditto of Poop, or Raised Qr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage

Less Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room (if a Steamer)

Register Tonnage, as a Steamer,

cut on the Beam

Built at Aberdeen

When built 1862

Launched March/63

By whom built J Duthie Son & Co

Owners A Hector

Port belonging to London

Destined Voyage East Indies

If Surveyed while Building, Afloat, or in Dry Dock Under Special Survey

Length in per Section 89	Feet.	Inches.	Extreme Breadth Outside ..	Feet.	Inches.	Depth of Hold....	Feet.	Inches.	Number of Decks
Length of Keel	146	10	26	6	17	0			✓
Scantlings of Timber.									
TIMBER AND SPACE.....	27		28½						
Floors	double	11 11	11½ 11½	11½ 11½					
1 st Foothooks	10 11	9½ 9½	10½ 10½	10½ 10½					
2 nd Ditto	9 9½	8½ 8½	9½ 9½	9½ 9½					
3 rd Ditto	8½	7½ 7½	8½ 8½	8½ 8½					
Top Timbers	8½	7½ 7½	8½ 8½	8½ 8½					
Deck { N° 24 Average Space } 4 feet	8¾	8½ 8½	8½ 8½	8½ 8½					
Beams { N° 16 Average Space } 8 4 ft	11½	11½ 11½	11½ 11½	11½ 11½					
Deck Beams, length amidships ..	24-3								
Hold { N° 16 Average Space } 8 4 ft	11½	11½ 11½	11½ 11½	11½ 11½					
Beams { N° 16 Average Space } 8 4 ft	11½	11½ 11½	11½ 11½	11½ 11½					
Beams, length amidships ..	24-4								
Beams	13½	16 16	13½ 13½	13½ 13½					
Arms of Ditto	69		69						
Keelsons	14	15 14	14½ 14½	14½ 14½					
Arms of Ditto	78		81						

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
Scarphs of Keel, N° 8	15/16	✓	15/16	Arms of Hooks.....	15/16	✓	15/16	Bolts in	Knees	15/16	✓	15/16
Keelson Bolts through Keel at each Floor	1½	✓	1½	Thro' Bilge and Limber Strakes	13/16	✓	13/16	Deck Beam	Waterway ..	7/8	✓	7/8
Bolts thro' Heels of Timbers against Deadwood	7/8	✓	7/8	Thickstuff over Double Floors ..	3/4	✓	3/4	Bolts in	Knees	7/8	✓	7/8
Frame Bolts.....	✓			Butt End Bolts.....	3/4	✓	3/4	Nails or Bolts in Flat of Deck	Shelf or Clamp	6½	✓	Galvanised
				Short Bolts in Ceiling	✓			Treenails	Inches	1¼	✓	
				Pintles of the Rudder	3/4	✓	3					

Timbering. — The Space between the Floor Timbers and Lower Foothooks is 2½ 4 Inches. The Space between the Top-Timbers is 5.6 Inches.

The Floors consist of Baltic oak ✓ The First Foothooks of Baltic oak ✓

The Second Foothooks of British oak ✓ The Third Foothooks and Top Timbers of Bth oak ✓

The Main Keelson is greenheart ✓ and is free from all defects. The Shifts of the First and Second Foothooks are not less than 4 feet ✓

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

The Transoms, Knightheads, Hawse Timbers, & Aprons of Bth oak ditto. The rest of the Shifts of the Frame are the same ✓

Deadwood, of Bth oak & Amerⁿ oak 2 feet from rather of keel ditto. The Frame is well ✓ squared from First Foothook Heads upwards,

The Stem, and Stern Post of Bth oak ✓ ditto. and well free from sap, and from thence downwards, the frame is good

The Deck and Hold Beams of Bth oak & greenheart ✓ The Frames are all ✓ bolted together to the Gunwale.

Breasthooks of Iron ✓ Knees of Iron ✓ N.B. If not, state how bolted

The Main piece of Rudder of Bth oak ✓ Windlass of Bth oak ✓ The Butts of the Timbers are all close together; their thickness not

(The Keel of Amerⁿ oak & English elm) less than 1/3 ✓ of the entire moulding at that place.

Planking Outside. — From the top of the Keel to two-fifths the depth of Hold, the Plank is American Elm & oak. ✓ The Frame is well ✓ chocked with a Butt at each end of the chock.

From the above named height to the Water mark, Baltic & Amerⁿ oak. ✓ from light water mark to water Baltic oak

The Wales and Black-strakes Pitch Pine Teak & Monia The Topsides & Sheer-strakes Pitch Pine & teak

The Spirketting and Plank-sheers Pitch Pine & Bth oak. ✓ The Water-ways { Upper Deck Pitch Pine

The Decks yellow Pine State of good ✓ Lower Deck Pitch Pine ✓

The Shifts of the Planking are not less than Six 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-buttng.

Planking Inside. — The Limber-strakes and Bilge-strakes are Amⁿ oak ✓

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

Fastenings. — To Hold Beams Iron Staple lodging knees & 9 pair of knee riders through

bolted & clenched. ✓

Deck Beams are secured with Iron Staple lodging knees to each beam & 11

pairs of hanging knees all through bolted & clenched. ✓

Number of Breasthooks Four ✓ Pointers none required Crutches Three ✓

Butt End Bolts are of yell metal in the Bottom two Bolts in each Butt End one of which through and clenched.

Bilge and Limber Strakes 8° bolted through and clenched. Treenails of Bth oak & Australian hardwood ✓

Thickstuff over Double Floors 8° 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 (sgd) John Duthie Son & Co

Surveyor's Signature (sgd) Will^m Wallis

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

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendant, also Number of Certificate.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested and Superintendant, also Number of Certificate.
		Chain	135	1 3/8	34			Bower 5 Patent Anchors					
	Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.)	135	1 1/2	40 1/2					cut 9-4			
	Fore Top Sails,	Iron Stream Chain								23-1-24			
		Ditto Ditto								22-3-17			
	Fore Topmast Stay Sails,	Hempen Strm Cable								19-4-			
		Hawser	90	7				Stream Anchor	1	7-0			
	Main Sails,	Towlines	90	8 1/2				Kedge	2	3-2-15			
		Warp	90	5				2nd Kedge.		3-1-17			
	Main Top Sails, and quality	good 90	90	4									

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

Her Standing and Running Rigging all new sufficient in size and good in quality. She has One Long Boat and Two others.

The present state of the Windlass is good Capstan good and Rudder good Pumps 2 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?

Cargo Hatchways.—How formed?

State size

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient?

Main Hatchways.—State size

Order for Special Survey, No.	DATES of Surveys	1st. When the Frame is completed	Oct 13. 1862
Date	held while building, as per Section 35.	2nd. When the Beams are put in, &c.	Nov 14. 1862
Order for Ordinary Survey, No.		3rd. When completed, and before the plank be painted or payed	Feb 14/63
Date			
No.	in Builder's Yard.		

General Remarks. This vessel is well built of good & sound material for the nine years grade and fastened with treenails and yellow metal bolts to the entire exclusion of Iron bolts & nails in accordance with rule Sec 46 for an additional period of one year, and built under a permanent watertight roof but not in accordance with ~~the~~ rules Sec 52 for a further ^{additional} period for another year. She has a raised quarter deck built in accordance with rule Sec 38, 13 pair diagonal strakes fitted & bolted inside the frame timbers, 4" x 5/8 all in accordance with Rule Sec 39, a pair of Sister Keelsons fitted of Greenheart over the short floor heads fore & aft as far as the body will allow, sided and moulded 10 and bolted in accordance with Rule Sec 39, The bilge & thick strakes are also through bolted & clenched in accordance with the same rule & Sec 7. The garboard strakes are horizontally bolted through the keel & each other & clenched, The caulking has been proved by a piece being cut out between bilge & light water mark which was satisfactory, The Chains have been proved to the Admiralty test and Certificates produced from Messrs Thompson Colth & Co and the anchors from Messrs Hawk, Crawshaw & Son, Bower No 1 tested to twenty three tons 7/8, No 2 lower to nineteen tons & half, No 3 ditto to sixteen tons & 5/8 and the Stream to eight tons.

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Yellow metal & felt When last done 1863

I am of opinion this Vessel should be Classed 10, A

The Amount of the Entry Fee £ 5 : 0 : 0 received by me, }
Special £ 23 : : 187 }

(To be sent as per margin). Certificate : :
Total rec'd £ 28-0-0

Travelling Expenses, if any, £
Committee's Minute March 27 1863

Character assigned 10, A1, from 1/63

(Signed) Will Wallis
Surveyor to Lloyd's Register of British and Foreign Shipping.

Dates of Lunacy while building
22-30 - 3-20-28 - 3-15-18-22 - 5 9-15-23-26
5/62 - 6/62 - 7/62 - 8/62 - 9/62
3-13-21-27-31 - 8-13-18-21-29 - 4-8-12-17-27
10/62 - 11/62 - 12/62

5-8-13-16-20-24-27-31 - 3-6-11-14-20 - 5-7-20
1/63 - 2/63 - 3/63

(A true Copy) 24th 23/9/87