

No. 2102, Survey held at London Date 1888  
on the new ship Deashear,  
Tonnage Old 488 Built at Worcester, Wh  
By whom built J. P. Dutton London Ow.  
Belonging to London, Destined Voyage to  
Surveyed while Building, Afloat, or in Dry Dock London

| Length aloft                 | Feet.    |          |        | Inches.  |        |          | Extreme Breadth Outside               | Feet.    |          |       | Inches.  |       |          | Depth of Hold        | Feet.    |          |       | Inches.  |          |       |
|------------------------------|----------|----------|--------|----------|--------|----------|---------------------------------------|----------|----------|-------|----------|-------|----------|----------------------|----------|----------|-------|----------|----------|-------|
|                              | IN SHIP. | Moulded. | Side.  | Moulded. | Side.  | Moulded. |                                       | IN SHIP. | Moulded. | Side. | Moulded. | Side. | Moulded. |                      | IN SHIP. | Moulded. | Side. | IN SHIP. | Moulded. | Side. |
| Length aloft                 | 146      | 146      | 146    | 146      | 146    | 146      | 26                                    | 26       | 26       | 26    | 26       | 26    | 26       | 17                   | 17       | 17       | 17    | 17       | 17       | 17    |
| Thickness of Plank.          |          |          |        |          |        |          |                                       |          |          |       |          |       |          |                      |          |          |       |          |          |       |
| Scantlings of Timber.        |          |          |        |          |        |          | Outside.                              |          |          |       |          |       |          | Inside.              |          |          |       |          |          |       |
| TIMBER AND SPACE             |          |          |        |          |        |          | Garboard Strakes                      |          |          |       |          |       |          | Limber Strakes       |          |          |       |          |          |       |
| Floors                       | 27       | 27       | 27     | 27       | 27     | 27       | Garboard to Bilge                     | 3 3/4    | 3 3/4    | 3 3/4 | 3 3/4    | 3 3/4 | 3 3/4    | Bilge Planks         | 4        | 4        | 4     | 4        | 4        | 4     |
| 1st Foothooks                | 10 1/2   | 10 1/2   | 10 1/2 | 10 1/2   | 10 1/2 | 10 1/2   | Bilge to Wales                        | 4 1/4    | 4 1/4    | 4 1/4 | 4 1/4    | 4 1/4 | 4 1/4    | Ceiling in Flat      | 3 3/4    | 4        | 4     | 4        | 4        | 4     |
| 2nd Ditto                    | 9 1/4    | 9 1/4    | 9 1/4  | 9 1/4    | 9 1/4  | 9 1/4    | Wales                                 | 3 3/4    | 3 3/4    | 3 3/4 | 3 3/4    | 3 3/4 | 3 3/4    | Ditto Bilge to Clamp | 2 3/4    | 3        | 3     | 3        | 3        | 3     |
| 3rd Ditto                    | 8 1/4    | 8 1/4    | 8 1/4  | 8 1/4    | 8 1/4  | 8 1/4    | Topsides                              | 4 3/4    | 5        | 5     | 5        | 5     | 5        | Hold Beam Clamps     | 3        | 4        | 4     | 4        | 4        | 4     |
| Top Timbers                  | 8 3/4    | 8 3/4    | 8 3/4  | 8 3/4    | 8 3/4  | 8 3/4    | Sheer Strakes                         | 3 3/4    | 4        | 4     | 4        | 4     | 4        | Deck Beam Ditto      | 2 3/4    | 3        | 3     | 3        | 3        | 3     |
| Deck } N° 24 Average Space   | 4 feet   | 4 feet   | 4 feet | 4 feet   | 4 feet | 4 feet   | Plank Sheers                          | 3 3/4    | 3 3/4    | 3 3/4 | 3 3/4    | 3 3/4 | 3 3/4    | Ceiling 'twixt Decks | 2 1/2    | 2 1/2    | 2 1/2 | 2 1/2    | 2 1/2    | 2 1/2 |
| Deck Beams, length amidships | 24       | 3        | 3      | 3        | 3      | 3        | Water-Upper Deck                      | 11       | 11       | 11    | 11       | 11    | 11       | Hold Beam Shelves    | 5 1/2    | 5 1/2    | 5 1/2 | 5 1/2    | 5 1/2    | 5 1/2 |
| Hold } N° 16 Average Space   | 8 feet   | 8 feet   | 8 feet | 8 feet   | 8 feet | 8 feet   | Ways } Lower Deck                     | 11       | 11       | 11    | 11       | 11    | 11       | Deck Beam Ditto      | 11       | 11       | 11    | 11       | 11       | 11    |
| Hold Beams, length amidships | 24       | 4        | 4      | 4        | 4      | 4        | Ditto, faying surface against Timbers | 7 1/2    | 7 1/2    | 7 1/2 | 7 1/2    | 7 1/2 | 7 1/2    |                      |          |          |       |          |          |       |
| Keel                         | 13 1/2   | 16       | 16     | 13 1/2   | 13 1/2 | 13 1/2   | Upper Deck                            | 3 1/4    | 3        | 3     | 3        | 3     | 3        |                      |          |          |       |          |          |       |
| Scarp of Ditto               | 69       | 15       | 14     | 69       | 15     | 14       |                                       |          |          |       |          |       |          |                      |          |          |       |          |          |       |
| Keelsons                     | 14       | 15       | 14     | 14       | 15     | 14       |                                       |          |          |       |          |       |          |                      |          |          |       |          |          |       |
| Scarp of Ditto               | 78       | 21       | 21     | 78       | 21     | 21       |                                       |          |          |       |          |       |          |                      |          |          |       |          |          |       |

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

|                              | Copper<br>or Y.M.<br>in Ship. | Iron<br>in Ship. | Inches<br>required<br>per Rule |                               | Copper<br>or Y.M.<br>in Ship. | Iron<br>in Ship. | Inches<br>required<br>per Rule | Hold Beam | W      |
|------------------------------|-------------------------------|------------------|--------------------------------|-------------------------------|-------------------------------|------------------|--------------------------------|-----------|--------|
| Heel-Knee, & Deadw'd abaft   | 1 1/4                         | —                | 1 1/4                          | Transoms and throats of Hooks | 1 1/4                         | —                | 1 3/4                          | Bolts in  | 15 1/2 |
| Scarp of Keel, N° 8          | 1 5/8                         | —                | 1 5/8                          | Arms of Hooks                 | 1 5/8                         | —                | 1 5/8                          |           |        |
| Keelson Bolts through Keel   | 1 3/4                         | —                | 1 3/4                          | Thro' Bilge & Limber Strakes  | 1 3/4                         |                  |                                | Be        |        |
| at each Floor                | 1 3/4                         | —                | 1 3/4                          | Thickstuff over Double Floors |                               |                  |                                |           |        |
| Bolts thro' Heels of Timbers | 7/8                           | —                | 7/8                            | Butt End Bolts                |                               |                  |                                |           |        |
| against Deadwood             | 7/8                           | —                | 7/8                            | Pintles of the Rudder         |                               |                  |                                |           |        |

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2

The Floors consist of British Oak  
The Second Foothooks of British Oak The Thi  
The Shifts of the First and Second Foothooks are not less than 4 ft  
The rest of the Shifts of the Frame are the same  
The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is Good

The — Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. The Main piece of Rudder is 1/2 of Windlass is 1/2

The Keel is well of the Main Keelson is English Oak and is free from all defects.

The Stem, and Stern Post of British Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of British Oak Deadwood, British Oak and are well free from all defects.

The Deck and Hold Beams of British Oak 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 British Oak or to the First Foothook Heads

From the above named Height to the Light Water Mark British Oak

From the Light Water Mark to the Wales British Oak

The Wales and Black-strakes are pitch pine The Topsides & Sheer-strakes pitch pine

The Spirketting and Plank-sheers pitch pine The Water-ways { Upper Deck pitch pine Lower Deck 1 1/2

The Decks Yellow pine State of Material Good

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-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are British Oak

The Ceiling, Lower Hold, and between Deck pitch pine Shelf Pieces and Clamps pitch pine

Fastenings.—To Hold Beams iron To Hold iron

Deck Beams iron To Hold iron

Number of Breasthooks Four Pointers none Drutches

Butt End Bolts are iron in the Bottom two Bolts in each Butt End iron

Bilge and Limber Strakes 1 1/2 bolted through and clenched. Treenails 1 1/2

Thickstuff over Double Floors 1 1/2 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 Wm. Dutton Surveyor's Signature Wm. Dutton



2103 abn

ent in size and length.

ABLES, &c.

ANCHORS, and their weights.

2 Sails  
Complete

Fore Sails  
Fore Topmast S  
Main Sails,  
Main Top Sails,  
and all new.

Stream Cable

Warp

Towlines

Warp

All of good quality.

| Fathoms. | Inches. |
|----------|---------|
| 135      | 1 1/2   |
| 135      | 1 1/2   |
| 90       | 7       |
| 90       | 8 1/2   |
| 90       | 5       |
| 90       | 4       |

Bower, *Hodgers*

Stream, *1 1/2*

Kedge, *2 3.2.15*

| No. | Weight.  |
|-----|----------|
| 3   | 23, 1.24 |
|     | 22, 3.17 |
|     | 19, 1.16 |
| 1   | 7 1/2    |
| 2   | 3.2.15   |
|     | 3.1.17   |

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* Rudder *Good* Pumps *2 Good*

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys  
held while building,  
as per Section 35.

- 1st. When the Frame is completed *Oct 17 1862*
- 2nd. When the Beams are put in, &c. *Nov 14 1862*
- 3rd. { When completed, and before the plank be painted or payed } *Dec 14 1862*

This vessel is well built of good & sound material for the *three* years *good* since fastened with *iron* nails *new* metal bolts to the entire exclusion of *iron* nails, in accordance with rule *Sec 39*, *on* additional period of one year, and built under *tight* roof, but not in accordance with *an* additional period of one year, *on* greater deck built in accordance with rule *Sec 39*, *on* thirteen pair of diagonal timbers inside the frame timbers, in accordance with rule *Sec 39*, *on* of sister beams of greenheart fitted over the short floor beams four & a half as far as the body will allow, sided & rounded with & through bolted in accordance with rule *Sec 39*, the bilge & thick strakes over the short floorhead strakes are through bolted & lashed in accordance with the same rule & *Sec 39*. The garboard strakes are horizontally bolted through the hull & each other & lashed. The caulking has been proved by prices cut out of the bottom between the bilge & light water mark & was found in good condition. The Chain Cable has been proved to the Admiralty test & Certificate produced to the Admiralty as *best* shown *but* lower Certificate 23 tons & 7/16 No 20th *on* minimum tons & a half *on* 3rd *on* 16 tons & 5/16 and the stream anchor to eight tons.

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

If Sheathed, Doubled, Felted, or Coppered *Full Milled felt* When last done *1863*

am of *only* should be Classed *10, A. 1.*

The *£ 5 : -* is received by me, *W. H. Walling*

*£ 23 : -*

*28*

*March* 18 *63*

*1 for 10 years*

*3. 8. 13. 16. 21. 24. 27. 31*

*1/63*

Dates of Survey while building,

*22. 31 - 3. 21. 29 - 3. 15. 18. 22 - 5 - 9. 15. 23. 26*

*3/62 4/62 7/62 9/62*

*3. 13. 21. 27. 31 - 3. 13. 18. 21. 25 - 4. 8. 12. 17. 27 -*

*1/62 1/62 1/62*

*3. 8. 13. 16. 21. 24. 27. 31 - 3. 6. 11. 14. 21 - 5. 7. 21 -*

*1/63 2/63 3/63*

