

No. 2162 Survey held at Greenwich Date April 30th 1864  
on the Schooner, Dr. Thier Master Wm. Byrnes  
Tonnage Old 275 Built at Greenwich When built 1863 Launched April 1st  
By whom built John Duncan Owners Wm. Byrnes & Co  
Port belonging to Newport Destined Voyage Mediterranean  
If surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	Feet.			Inches.			Extreme Breadth Outside	Feet.			Inches.			Depth of Hold	Feet.			Inches.		
	Side.	Middle.	Ends.	Side.	Middle.	Ends.		Side.	Middle.	Ends.	Side.	Middle.	Ends.		Side.	Middle.	Ends.	Side.	Middle.	Ends.
Length aloft	110						23	10						14						
Thickness of Plank.																				
Scantlings of Timber.							Outside.							Inside.						
TIMBER AND SPACE							Garboard Strakes ..							Limber Strakes ....						
Floors .. <u>Single</u>							Garboard to Bilge ..							Bilge Planks .....						
1st Foothooks .....							Bilge Planks .....							Ceiling in Flat ....						
2nd Ditto .....							Bilge to Wales ....							Ditto Bilge to Clamp						
3rd Ditto .....							Wales .....							Hold Beam Clamps ..						
Top Timbers .....							Topsides .....							Deck Beam Ditto ..						
Deck { N° 15 Average Space 4 feet, 8 in. 9 9 8 8 8							Sheer Strakes .....							Ceiling 'twixt Decks						
Deck Beams, length amidships. 22 ft 3 in. 11 11 10 10 10							Plank Sheers .....							Hold Beam Shelves						
Hold { N° 8 Average Space 3-6 x 8 ft 11 11 10 10 10							Water-Upper Deck							Deck Beam Ditto						
Hold Beams, length amidships. 22 ft 2 in. 11 10 10 10 10							Ways { Lower Deck													
Keel .....							Ditto, faying surface													
Scarp of Ditto .....							against Timbers ..													
Keelsons .....							Upper Deck .....													
Scarp of 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	Bolts in	Waterway ..	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Scarp of Keel, N° 7	7/10	1	7/10	Arms of Hooks .....	7/10	1	7/10	Deck Beam	Knees .....	7/10	1	7/10
Keelson Bolts through Keel at each Floor .....	7/10	1	7/10	Thro' Bilge & Limber Strakes	7/10	1	7/10	Bolts in	Shelf or Clamp	7/10	1	7/10
Bolts thro' Heels of Timbers against Deadwood .....	7/10	1	7/10	Thickstuff over Double Floors	7/10	1	7/10	Deck Beam	Knees .....	7/10	1	7/10
				Butt End Bolts .....	7/10	1	7/10	Bolts in	Shelf or Clamp	7/10	1	7/10
				Pintles of the Rudder .....	7/10	1	7/10	Nails or Bolts in Flat of Deck		7/10	1	7/10
								Treenails .... Inches	14			14

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 3 1/2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.

The Floors consist of Spey fir. The First Foothooks of Spey fir.

The Second Foothooks of Spey fir. The Third Foothooks and Top Timbers of Spey fir.

The Shifts of the First and Second Foothooks are not less than 3 feet 4 in. N. B. When less than prescribed by the Rule, state how many.

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 stern 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 Baltic Oak of Windlass Baltic Oak.

The Keel is Baltic Oak. The Main Keelson is Baltic red pine and is free from all defects.

The Stem, and Stern Post of Baltic Oak. The Transoms, Knight Heads, Hawse Timbers,

and Aprons of Spey fir. Deadwood, of Spey fir, and are well free from all defects.

The Deck and Hold Beams of Spey fir. The Breasthooks of Baltic Oak. The Knees of Iron.

**Planking Outside.**—From the Keel to the Height defined in Note to Table A, the Plank is Spey fir & Baltic red pine.

From the above named Height to the Light Water Mark Spey fir & Baltic red pine.

From the Light Water Mark to the Wales Spey fir & red pine.

The Wales and Black-strakes are Baltic red pine. The Topsides & Sheer-strakes Baltic red pine.

The Spirketting and Plank-sheers red pine. The Water-ways { Upper Deck red pine

The Decks yellow pine. Lower Deck red pine.

The Shifts of the Planking are not less than five Feet inches. State of Material Good.

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 Baltic red pine.

The Ceiling, Lower Hold, and between Decks Baltic red pine. Shelf Pieces and Clamps red pine.

**Fastenings.**—To Hold Beams one Baltic binders to each beam, & one pair of Baltic binders through bolted & clenched.

Deck Beams secured with Baltic binders to each beam, & one pair of Baltic binders through bolted & clenched.

Number of Breasthooks three. Pointers 3 pair Spey fir. Crutches one Baltic.

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

Bilge and Limber Strakes all bolted through and clenched. Treenails of Baltic red pine How Made planned

Thickstuff over Double Floors — 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 John Duncan Surveyor's Signature Wm. Byrnes



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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N<sup>o</sup>.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

and

Chain

Hempen Stream Cable

Hawser

Towlines

Warp

All of good quality.

Fathoms.

Inches.

Bow

Stream,

Kedge,

N<sup>o</sup>.

3

12

12

12

1

1

Her Standing and Running Rigging all new sufficient in size and good in quality.

She has

one

Long Boat

and

one other

The present state of the Windlass is good

Capstan new

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

2nd. When the Beams are put in, &c.

3rd. { When completed, and before the  
plank be painted or payed }

Nov<sup>r</sup> 14<sup>th</sup> 1863.

Dec<sup>r</sup> 17<sup>th</sup> 1863.

March 2<sup>nd</sup> 1864.

This Vessel is well built of good & sound material for the five years grade. She has a raised quarter Deck built in accordance with rule Sec 38, which Deck is fitted of Baltic red pine through bolted in every alternate floor. The Gunboard Strakes are horizontally bolted through the Red Board. The Bilge and Limber Strakes are through bolted and caulked in accordance with rule Sec 41. She is rigged in fitted with patent purchase. She has also a double winch & all other necessary fittings for the destined voyage.

Present condition of Caulking of Bottom,

Good

Deck,

Good

and Waterways

Good

If Sheathed, Doubled, Felted, or Coppered

none

When last done

I am of opinion this Vessel should be Classed

B. A. 1

The Amount of the Fee.....£ 3 : - : is received by me,

Special .....£ - : - :

Certificate .....£ - : 3 : -

Committee's Minute

6<sup>th</sup> May 1864

Character assigned

A 1 for 5 Years

Witnessed

Building Surveyor

17<sup>th</sup> 1863

March 2<sup>nd</sup> 1864

April 2<sup>nd</sup> 1864