

No. 2165 Survey held at Peterhead Date Mon 3rd Aug 1864
on the Bⁿ South Lurch Master Geo Thorn
Tonnage Old 390 Built at Peterhead When built 1863 Launched Morpeth
By whom built J^r Robertson Owners Geo Moss
Port belonging to Leith Destined Voyage New Zealand
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.		
Scantlings of Timber.			IN SHIP.			REQUIRED PER RULE.			Outside.			INCHES.			Inside.			INCHES.								
			Sided.			Sided.						In Ship.						In Ship.								
			Middle.			Middle.						Required per Rule.						Required per Rule.								
Timber and Space			25			23			Garboard Strakes			4 1/2			Limber Strakes			4 1/2								
Floors			10 11			8 1/2			Garboard to Bilge			3 3/2			Bilge Planks			4								
1 st Foothooks			9 11			8 1/2			Bilge to Wales			3 1/2			Ceiling in Flat			4								
2 nd Ditto			8 1/2			7 1/2			Wales			4 1/2			Ditto Bilge to Clamp			3 1/2								
3 rd Ditto			8 1/2			7 1/2			Topsides			3 1/2			Hold Beam Clamps			7 1/4								
Top Timbers			8 1/2			7 1/2			Sheer Strakes			3 1/2			Deck Beam Ditto			3 1/2								
Deck } N ^o 10			4 1/2			8 1/2			Plank Sheers			3			Ceiling 'twixt Decks			3								
Beams }			4 1/2			8 1/2			Water } Upper Deck			8 1/2			Hold Beam Shelves			7 1/4								
Deck Beams, length amidships			24 1/2			-			Ways } Lower Deck			-			Deck Beam Ditto			4								
Hold } N ^o -			-			-			Ditto, faying surface			5 1/2														
Beams }			-			-			against Timbers			3														
Hold Beams, length amidships			-			-			Upper Deck			3														
Keel			11 1/2			11 1/4																				
Scarphs of Ditto			8 1/2			6 1/2																				
Keelsons			14			12 1/2																				
Scarphs of Ditto			7 1/2			6 1/2																				

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

			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		
Heel-Knee, & Deadw'd abaft			-			1 1/4			1 1/2			Hold Beam			-			-			-		
Scarphs of Keel, N ^o 10			7/8			-			1 1/2			Bolts in			1 1/2			-			-		
Keelson Bolts through Keel			-			1 1/2			1 1/2			Waterway			-			7/8			-		
at each Floor			-			1 1/2			1 1/2			Knees			-			7/8			-		
Bolts thro' Heels of Timbers			-			7/8			1 1/2			Shelf or Clamp			-			7/8			-		
against Deadwood			-			7/8			1 1/2			Deck Beam			-			7/8			-		
												Bolts in			-			7/8			-		
												Waterway			-			7/8			-		
												Knees			-			7/8			-		
												Shelf or Clamp			-			7/8			-		
												Nails or Bolts in Flat of Deck			-			7/8			-		
												Treenails			1 1/4			-			-		

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

The Floors consist of Baltic Oak & Eg^o Oak. The First Foothooks of Baltic Oak.

The Second Foothooks of Baltic Oak. The Third Foothooks and Top Timbers of Red pine, Baltic Oak.

The Shifts of the First and Second Foothooks are not less than 3 feet 8. 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 — 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 is Red Oak.

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

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

and Aprons Baltic Oak & pitch pine. Deadwood, Baltic Oak & red pine and are well free from all defects.

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

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Red pine or to the First Foothook Heads.

From the above named Height to the Light Water Mark Baltic Red pine.

From the Light Water Mark to the Wales Baltic Red pine.

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

The Spirketting and Plank-sheer Red Oak & red pine. The Water-ways { Upper Deck Baltic Oak Lower Deck none required.

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 Red Oak.

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

Fastenings.—To Hold Beams in hold beams fitted.

Deck Beams Secured with Iron Staple Lodging Spikes, & pair of Barre riders & 3 pair of hanging lines through belting.

Number of Breasthooks Even. Pointers one pair Baltic Oak. Clutches 2 Iron.

Butt End Bolts are all in the Bottom two Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes all bolted through and clenched. Treenails Baltic Oak & red pine How Made plain.

Thickstuff over Double Floors all 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 Robertson Surveyor's Signature Wm. M. M. M.

2165. ABN.

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.	Inches.	N ^o .	Weight.		
	Fore Sails,	Chain <i>Tested to 25 fms</i>	<i>210</i>	<i>13 1/2</i>	Bow <i>Tested to 15 fms</i>	<i>3</i>	<i>15-1 1/2</i>
	Fore Top Sails,	Hempen Stream Cable	—	—	<i>15 fms</i>	—	<i>15-2</i>
	Fore Topmast Stay Sails,	Hawser	<i>90</i>	<i>6</i>	<i>12 fms</i>	—	<i>13-1 1/4</i>
	Main Sails,	Towlines	<i>90</i>	<i>8</i>	Stream,	<i>1</i>	<i>5-1 1/4</i>
	Main Top Sails,	Warp	<i>90</i>	<i>4 1/2</i>	Kedge,	<i>2</i>	<i>2-2 1/2</i>
	and <i>all new</i>	All of <i>Good</i> quality.					<i>1-2 1/2</i>

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 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 Oct 8th 1863.

2nd. When the Beams are put in, &c. Jan 12th 1864

3rd. { When completed, and before the plank be painted or payed } Feb 17th 1864.

This vessel is well built of good & sound material, for the 7 years grade, she has a raised quarter deck, built in accordance with rule Sect 38. — Fourteen pair of diagonal stays fitted & bolted inside the frames & by 4. In accordance with rule Sect 39, The parboard strakes are horizontally bolted through the keel and each other, a rider keelson fitted of red pine moulded 10 inches, through bolted in accordance with rule Sect 39. The bilge & thick strakes over the short floor head Chocks are through bolted and clinched in accordance with the same rule & Sect. The windlass is fitted with the patent purchase. She has also a double winch & all other necessary fittings for her destined voyage. The Caulking has been done in Lundry parts & found in good condition.

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal & felt When last done 1864.

I am of opinion this Vessel should be Classed 7. A. 1.

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

Special£ - : - : -

Certificate£ - : - : -

Committee's Minute 10th May 1864

Character assigned A for 7 years

Dates of Surveys.
Oct 8th 1863.
Jan 12th 1864.
Feb 17th 1864.
March 29th 1864.

