

No. 2136 Survey held at Bristol Date 25<sup>th</sup> June 1857  
on the Barque "Dione" Master Thomas Stephens  
Tonnage Old 350 Built at Bristol When built May Launched 30 1857  
By whom built J. H. Cloughton Owners Gordon Brothers  
Port belonging to London Destined Voyage \_\_\_\_\_  
If Surveyed while Building, Afloat, or in Dry Dock during the Building

Length aloft .....	122	Feet.	8	Inches.	Extreme Breadth Outside .....	25	Feet.	Inches.	Depth of Hold .....	15	Feet.	8	Inches.
SIDED.					MOULDED.					Thickness of Plank.			
Inches. Required In Ship. as pr Rule					Inches. In Ship. Middle. Ends. Required pr Rule Ends.					INCHES. In Ship. Required per Rule			
Scantlings of Timber.					Outside.					Inside.			
TIMBER AND SPACE .....					Garboard Strakes ..					Limber Strakes ....			
Floors .....					Garboard to Bilge ..					Bilge Planks ....4.			
1 <sup>st</sup> Foothooks .....					Bilge Planks .....					Ceiling in Flat ....			
2 <sup>nd</sup> Ditto .....					Bilge to Wales ....					Ditto Bilge to Clamp			
3 <sup>rd</sup> Ditto .....					Wales .....					Hold Beam Clamps..			
Top Timbers .....					Topsides .....					Deck Beam Ditto ..			
Deck } N <sup>o</sup> 18 Average } 4 feet					Sheer Strakes .....					Ceiling 'twixt Decks			
Beams } Quarter Deck 7.					Plank Sheers .....					Hold Beam Shelves ..			
Deck Beams, length amidships ....					Water-Upper Deck					Deck Beam Ditto ..			
Hold } N <sup>o</sup> 11 Average } 4 ft 8 in					Ways } Lower Deck					2 Deck Spiking			
Beams }					Upper Deck .....								
Hold Beams, length amidships .....													
Keel .....													
Scarphs of Ditto .....													
Keelsons .....													
Scarphs of Ditto Rider													

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

Heel-Knee, and Deadwood abaft		Copper	Inches	Transoms and throats of Hooks		Copper	Inches	Hold Beam Bolts in		Waterway	Copper	Inches
Scarphs of Keel.....N <sup>o</sup> 8		1/8	7/8	Arms of Hooks		1	7/8	Knees		7/8	1/8	7/8
Keelson Bolts through Keel at each Floor		1/16	1/16	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors		3/4	3/4	Shelf or Clamp				
Bolts through Heels of Timbers against Deadwood		7/8	7/8	Butt End Bolts		1/16	1/16	Waterway		7/8	1/8	7/8
				Pintles of the Rudder		2 1/2	2 1/2	Knees		7/8	1/8	7/8
								Shelf or Clamp		7/8	1/8	7/8
								Nails or Bolts in Flat of Deck		7/8	1/8	7/8
								Treenails		1/4	1/4	1/4

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 4 1/2 Inches.

The Floors consist of English Oak The First Foothooks of English Oak Timber.

The Second Foothooks of do The Third Foothooks and Top Timbers of do

The Shifts of the First and Second Foothooks are not less than 3 ft 6 inches N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are same

The Frame is well squared from the First Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is the same

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

The Butts of the Timbers are \_\_\_\_\_ 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 English Oak

The Main Keelson is E. I. Teak & English Oak and \_\_\_\_\_ free from all defects. The Main piece of Windlass is do

The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of do Deadwood, of English Oak and are \_\_\_\_\_ free from all defects.

The Deck and Hold Beams consist of E. I. Teak & English Oak The Breasthooks of Eng Oak & Iron The Knees of Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is English Elm  
or to the First Foothook Heads }

From the above named Height to the Light Water Mark P. Pine, E. I. Teak & English Oak

From the Light Water Mark to the Wales E. I. Teak & English Oak

The Wales and Black-strakes are do do The Topsides E. I. Teak & English Oak

The Sheer-strakes and Plank-sheers do do The Water-ways { Upper Deck do do

The Decks Yellow Pine State of very good

The Shifts of the Planking are not less than 5 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 English Oak

The Ceiling, Lower Hold, and between Decks E. I. Teak & do Shelf Pieces and Clamps English Oak.

**Fastenings.**—To Hold Beams double lodging Iron knees and hanging knees on each side.

Deck Beams Three pieces and a hanging knee to each beam, and staple lodging knees in the mast rooms.

Number of Breasthooks 4 Pointers an elliptic stem Crutches 3

Butts End Bolts are of yellow metal in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Limber Strakes same bolted through and clenched. Treenails of English Oak How Made Engine turned

Thickstuff over Double Floors \_\_\_\_\_ bolted through and clenched. General Quality of Workmanship very good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature \_\_\_\_\_ Surveyor's Signature James Wood



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> .			Fathoms. Inches.	N <sup>o</sup> .	Weight.
2	Fore Sails,	Chain Hawser	60 3/4		
1	Fore Top Sails,	Chain .....	200 13/16	Bower, .....	
2	Fore Topmast Stay Sails,	Hempen Stream Cable .....	90 7	Stream, .....	
1	Main Sails,	Hawser .....	90 5		
2	Main Top Sails,	Towlines .....	75 4	Kedge, .....	
and <u>fib's all new</u>		Warp .....	75 3 1/2		
		All of <u>good</u> quality.			

Her Standing and Running Rigging Hemp sufficient in size and good in quality.

She has one Long Boat and two others

The present state of the Windlass is potent Capstan double wind Rudder good Pumps 2 Metal

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	<u>19<sup>th</sup> December 1836</u>
2nd.	When the Beams are put in, &c.	<u>21<sup>st</sup> March 1837</u>
3rd.	{ When completed, and before the plank be painted or payed }	<u>19<sup>th</sup> May. 1837. and frequently during the building</u>

This Vessel has been under special survey. Is well built, fastened, and finished, and all the outside planking fastened with treenails and yellow metal bolts, in accordance with the Rules, section 46, and the materials are of the best quality. The heels of the cant timbers against the fore and after deadwood are bolted through and clenched with yellow metal. The chain cables have sustained a tension of 27 1/2 tons

Present condition of Caulking of Bottom, good Deck, good and Waterways prim 2 good

If Sheathed, Doubled, Felted, or Coppered prim over felt When last done June 1837

I am of opinion this Vessel should be Classed 13 A 1.

The Amount of the Fee.....£ 4 : - : is received by me,

Special .....£ 17 : 10 : -

Certificate .....£ : : requested

Committee's Minute 26<sup>th</sup> June 1837

Character assigned 12 1/2 for 13 Years



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