

No. 3119 Survey held at Perth Date 13 January Rec'd 15/1/64 3119  
on the Schooner Teaser Master W Sharp  
Tonnage Old Built at Perth When built 1863-4 Launched 18/1/64  
By whom built 99 Perth Shipb Co Owners Union Coal Co  
Port belonging to Mentrose Destined Voyage Coasting  
Surveyed while Building, Afloat, or in Dry Dock Building & afloat

Length aloft	79.3	Extreme Breadth Outside	20.6	Depth of Hold	9.94
Thickness of Plank.					
Scantlings of Timber.					
TIMBER AND SPACE	20				
Floors Single	8 to 10	9 1/2	7 3/4	8	7 1/2
1st Foothooks	7	9	11 3/4	7	6 1/2
2nd Ditto	6 1/2	7	9	6 1/2	5 1/2
3rd Ditto	6	6 1/2	8 1/2	6	5 1/2
Top Timbers	2	5	6	5	4 1/2
Deck No 17	Average space 3 F 5 1/2	7 1/2	8 1/2	8	7 1/2
Beams					
Deck Beams, length amidships	19				
Hold No	Average space				
Beams					
Hold Beams, length amidships					
Keel	10	14	9	9	
Scarp of Ditto	5-1		4.3		
Keelsons	10 1/2	13 1/2	10	10	
Scarp of Ditto	5-0		4.9		
Outside.					
Garboard Strakes	2 1/2	2 1/4			
Garboard to Bilge	2 1/2	2			
Bilge Planks No 4	3 1/2	2			
Bilge to Wales	2 1/2	2			
Wales	2 1/2	2 1/4			
Topsides	2 1/2	2 1/2			
Sheer Strakes	2 3/4	2			
Plank Sheers	2 1/2	2 1/4			
Water Upper Deck	7 1/2	4 3/4			
Ways Lower Deck	5 1/2	3 1/2			
Ditto, faying surface against Timbers	4 1/2	4 1/2			
Upper Deck	5	2 3/4			
Inside.					
Limber Strakes	3 1/4	2 3/4			
Bilge Planks No 4	3 1/2	2			
Ceiling in Flat	2 1/2	1 3/4			
Ditto Bilge to Clamp	2	1 3/4			
Hold Beam Clamps	2	3			
Deck Beam Ditto	2 1/2	2 1/4			
Ceiling 'twixt Decks	1 3/4	1 3/4			
Hold Beam Shelves	2	2 1/4			
Deck Beam Ditto	2 1/2	2 1/4			

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.					
Heel-Knee, & Deadwood abaft	Copper or Y.M. in Ship	Iron in Ship	Inches required per Rule	Heel-Knee, & Deadwood abaft	Copper or Y.M. in Ship
Scarp of Keel, No 7	3/4	10 1/16	15	Scarp of Keel, No 7	3/4
Keelson Bolts through Keel at each Floor		15	13	Keelson Bolts through Keel at each Floor	
Bolts thro' Heels of Timbers against Deadwood	3/4	11	16	Bolts thro' Heels of Timbers against Deadwood	3/4
Transoms and throats of Hooks					
Arms of Hooks		7/8	13	Arms of Hooks	
Thro' Bilge & Limber Strakes	11/16	3/4	5/8	Thro' Bilge & Limber Strakes	11/16
Thickstuff over Double Floors	5/8	5/8	5/8	Thickstuff over Double Floors	5/8
Butt End Bolts		2 3/8	2	Butt End Bolts	
Pintles of the Rudder				Pintles of the Rudder	
Hold Beam					
Bolts in				Bolts in	
Waterway				Waterway	
Knees				Knees	
Shelf or Clamp				Shelf or Clamp	
Deck Beam				Deck Beam	
Bolts in				Bolts in	
Waterway				Waterway	
Knees				Knees	
Shelf or Clamp				Shelf or Clamp	
Nails or Bolts in Flat of Deck				Nails or Bolts in Flat of Deck	
Treenails				Treenails	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is Close Inches. The Space between the Top-Timbers is 2 1/4 Inches.  
The Floors consist of Ger & Brit Oak chiefly latter The First Foothooks of German & British Oak  
The Second Foothooks of British Oak The Third Foothooks and Top Timbers of British Oak  
The Shifts of the First and Second Foothooks are not less than 2 1/2 feet 3.3 to 3.11 1/2 N. B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are

The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared  
The entire Frames are each bolted together to the Gunwale. & ship built in frame N. B. If not, state how bolted.  
The Butts of the Timbers are close together; their thickness not less than 1 1/4 up of the entire moulding at that place.  
The Frame is Cross chocked with no Butt at each end of the chock. The Main piece of Rudder is Brit O of Windlass is Brit O  
The Keel is Amer Elm The Main Keelson is Greenheart and — free from all defects.  
The Stem, and Stern Post of British Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of British Oak Deadwood, of British Oak and are — free from all defects.  
The Deck and Hold Beams of Ger & Brit Oak The Breasthooks of Iron The Knees of Iron & Brit O

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is } Amer & Brit Elm  
or to the First Foothook Heads } } Buck & Ger Oak  
From the above named Height to the Light Water Mark }  
From the Light Water Mark to the Wales } German Oak  
The Wales and Black-strakes are German Oak The Topsides & Sheer-strakes German Oak  
The Spirketting and Plank-sheers German Oak The Water-ways { Upper Deck German Oak  
Lower Deck German Oak  
The Decks Yellow Pine State of 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 German Oak  
The Ceiling, Lower Hold, and between Decks German Oak Shelf Pieces and Clamps German Oak  
Fastenings.—To Hold Beams

Deck Beams doweled to shelve & inner wall part doweled & part scored 3/4 into Beams 13 p Ham  
Iron Knives 3 p of these Rods 3/4 by 1 carried down over floor ends 3 apices for 2 aft each side double or single Brit O Lod Knives also staple Iron Knives in Mast rooms  
Number of Breasthooks 3 Iron for 3 aft Pointers 2 p for under Hook Crutches —  
Butt End Bolts are of Yel Metal in the Bottom; two Bolts in each Butt End one through and clenched.  
Bilge and Limber Strakes Yel Metal bolted through and clenched. Treenails of Brit Oak How Made Engine turned  
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 For the Perth Shipbuilding Surveyor's Signature Thomas Alexander  
James M Therson DNV105-0336



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.
1	Fore Sails, <u>2 Boom D</u>	Chain .....	<u>Shut link</u>	<u>75</u>	<u>15 1/16</u>	Bower, .....	<u>2</u> <u>5.3.3</u>
1	Fore Top Sails,	<u>Hemp</u>	Stream Cable .....	<u>60</u>	<u>5 1/8</u>		<u>5.2.0</u>
2	Fore Topmast Stay Sails,	Hawser .....		<u>70</u>	<u>6 3/4</u>	Stream, .....	<u>1</u> <u>1.3.23</u>
1	Main Sails, <u>0 Tysail</u>	Towlines .....		<u>70</u>	<u>5 1/2</u>		
1	Main <u>Top</u> Sails,	Warp .....		<u>70</u>	<u>4 1/2</u>	Kedge, .....	<u>1</u> <u>1.0.4</u>
and other sails required			All of <u>Good</u> quality.				

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

She has one 16 ft Long Boat and Capstan

The present state of the Windlass is Good 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>4<sup>th</sup> Sept 1863</u>
	2nd. When the Beams are put in, &c.	<u>6<sup>th</sup> October</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>9.17.23 Dec 8<sup>th</sup></u>

A substantial built-vessel with well squared & good quality of frame

Is flush deck'd with square stern formed without transoms the stern & Counter timbers falling in against after Cent-timbers & all combined by outside planking Ceiling, Hooks & Beams

Has been specially surveyed while building under Order No 119.

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

If Sheathed, Doubled, Felted, or Coppered Single bottom When last done in

I am of opinion this Vessel should be Classed S A1

The Amount of the Fee.....£ 1 : : is received by me, Thomas Alexander

Special .....£ 4 : 19 : -

Certificate .....£ 5 : 19 : 0

Committee's Minute 19<sup>th</sup> January 1864

Character assigned Δ 1 for 8 Years



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