

No. 3133 Survey held at Perth Date 26 February 1864
on the Schooner Pioneer Master J. Dickson
Old Tonnage New 99.48 Built at Perth When built 1864 Launched 24/2/64
By whom built J. Wallace & J. Fenton Owners Dickson &
Port belonging to Dundee Destined Voyage Coasting
If Surveyed while Building, Afloat, or in Dry Dock Building & afloat

Length aloft	81	Feet.	Extreme Breadth Outside	20.87	Feet.	Depth of Hold	10.09	Feet.
Scantlings of Timber.								
TIMBER AND SPACE								
Floors	Single	8	8 1/2	9	7 1/2	8 1/2	7 1/2	6 1/2
1st Foothooks		7 1/2	7 1/2	ark 10 1/2	7 1/2			
2nd Ditto		6 1/2	7 1/2		6 3/4			
3rd Ditto		7 1/2	7 1/2		6 1/2			
Top Timbers		7 1/2	7 1/2	4 1/2	6 1/2	4 1/2		
Deck { N° 18 Average Space }		3 1/2	7 1/2	8	7 1/2	6 1/2	7 1/2	6
Beams								
Deck Beams, length amidships								19.6
Hold { N° Average Space }								
Beams								
Hold Beams, length amidships								
Keel		9 1/2	11 1/2		9	9		
Scarphs of Ditto		5.0			4.3	9		
Keelsons		10 1/2	13 1/2		10	10		
Scarphs of Ditto		5.0			4.9			
Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.								
Outside.								
Garboard Strakes		2 1/2	2 1/2					
Garboard to Bilge		2 1/2	2 1/2					
Bilge Planks	N. 3.	3 1/2						
Bilge to Wales		2 1/2						
Wales	N. 4 = 3 1/2	3 1/2	30 x 3 1/2					
Topsides		2 1/2	2 1/2					
Sheer Strakes		2 1/2	2 1/2					
Plank Sheers		2 1/2	2 1/2					
Water - Upper Deck		9 - 7	6 1/2					
Ways - Lower Deck								
Ditto, faying surface against Timbers		4 1/2	4 1/2					
Upper Deck		2 1/2	2 1/2					
Thickness of Plank.								
Inside.								
Limber Strakes		3	2 3/4					
Bilge Planks	N. 3.	3	2 1/2					
Ceiling in Flat		2 1/2	1 3/4					
Ditto Bilge to Clamp		2 1/2	2 1/2					
Hold Beam Clamps	N. 2 - 3							
Deck Beam Ditto		4	2 1/2					
Ceiling 'twixt Decks	2	3 1/2	1 3/4					
Hold Beam Shelves								
Deck Beam Ditto								

Heel-Knee, and Deadwood abaft
Scarphs of Keel..... N° 7 1/2
Keelson Bolts through Keel at each Floor..... 7/8
Bolts through Heels of Timbers against Deadwood..... 1 1/8
Transoms and throats of Hooks .. 7/8
Arms of Hooks .. 3/4
Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors .. 1/2
Butt End Bolts .. 5/8
Pintles of the Rudder .. 2
Hold Beam Bolts in Waterway .. 7/16
Knees .. 7/16
Shelf or Clamp .. 7/16
Deck Beam Bolts in Waterway .. 3/4
Knees .. 3/4
Shelf or Clamp .. 1/2
Nails - Bolts in Flat of Deck .. 5
Treenails .. 1 1/8
The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches.
The Floors consist of Scotch Oak & a few But Oak in ends. The First Foothooks of But Oak
The Second Foothooks of Ger Oak & But Oak
The Third Foothooks and Top Timbers of Ger Oak & a few But Oak
The Shifts of the First and Second Foothooks are not less than 2 feet 3 1/2 to 3 7/8 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 alternate Frames are each bolted together to the Gunwale. Ship built in frame
The Butts of the Timbers are close together; their thickness not less than 1 1/2 up of the entire moulding at that place. N. B. If not, state how bolted.
The Frame is cross choiced with no Butt at each end of the choick.
The Main Keelson is Canada & Ger Oak and free from all defects. The Main piece of Rudder is But Oak
The Stem, and Stern Post, consist of British Oak The Main piece of Windlass is But Oak
Hawse Timbers of British Oak Deadwood, of But Oak and are free from all defects.
The Deck and Hold Beams consist of Larch & But & Ger Oak The Breasthooks of But Oak The Knees of Larch

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Larch & Red Pine
From the above named Height to the Light Water Mark }
From the Light Water Mark to the Wales } Larch & Red Pine
The Wales and Black-strakes are German Oak
The Sheer-strakes and Plank-sheers German Oak
The Decks Yellow Pine
The Shifts of the Planking are not less than 5 Feet 2 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 & a few Woods Larch & Red Pine
The Ceiling, Lower Hold, and between Decks Red Pine & a little Larch
Shelf Pieces and Clamps Red Pine & Larch in Upper deck
Fastenings.—To Hold Beams - Breast Beams of Cabin & Forecastle double knive at ends Ger Oak in Lower deck

Deck Beams Double Lodging Timbers of Larch
Number of Breasthooks 3 1/2 & 3 aft under deck Pointers
Butts End Bolts are of Yellow Metal in the Bottom, and Two Bolt in each Butt End through and clenched.
Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of But Oak
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 Wallace & Fenton Surveyor's Signature Thomas Alexander
DUN105-0369

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	.....	30	1 1/16	
/	Fore Top Sails,		Hempen Stream Cable	.....	120	7/8	2 6.0.18
/	Fore Topmast Stay Sails,		Hawser	.....	40	5/8	5.3.3
/	Main Sails, & <u>Topmast</u>		Towlines	.....	73	7	
/	Main Top Sails,		Warp	.....	73	6	Stream, 1 2.0.14
and <u>other sails</u> <u>up</u>			All of <u>Good</u> quality.		73	3	Kedge, 1 0.3.26
					73	4 1/2	

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

She has One Long Boat and

The present state of the Windlass is Good Capstan 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>18th September</u>
	2nd. When the Beams are put in, &c.	<u>5th November</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>5th February 64</u>

A substantial well built vessel - Materials of good quality

Is flush decked with square stern formed without transoms stem & Counter timbers fitting in against after Cant-frame planking outside & Ceiling well run out on stem timbers & otherwise secured with Hooks Beams &c.

Has been specially surveyed while building under order No 125

Present condition of Caulking of Bottom, efficient - Deck, efficient and Waterways efficient

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

I am of opinion this Vessel should be Classed 7 A1.

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

Special£ 4 : 19:

Certificate£ : : 15-19-0

Committee's Minute 1st March 1864

Character assigned Δ 1 for 7 Years



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