

No. 2137 Survey held at Glasgow Date 14 Jan 1864  
on the Ship "Wild Deer" Master G. Cobb  
Tonnage Old 1126 See Note appended Built at Glasgow When built 1863 Launched Dec 17/63  
By whom built C. Campbell & Co Owners W. Walker  
Port belonging to London Destined Voyage Clyde to China  
If Surveyed while Building, Afloat, or in Dry Dock whilst building

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	Sided.	IN SHIP.	Moulded.	REQUIRE PER RULE.		Sided.	IN SHIP.	Moulded.	REQUIRE PER RULE.		Sided.	IN SHIP.	Moulded.	REQUIRE PER RULE.
21					33					20				
<b>Scantlings of Timber.</b>														
<b>Timber and Space</b>														
Floors	Am Plates	22	1 1/2	21	10 1/2									
1st Foothooks	Am Frames	5	3 1/4	9 1/2	4 1/4	3	9 1/2							
2nd Ditto														
3rd Ditto														
Top Timbers														
Deck	No 64	Average	3 feet											
Beams	Built into Deck	3	3	7 1/2	3	3	7 1/2							
Deck Beams, length amidships														
Hold	No 21	Average	3 feet											
Beams	Double ended	3	3	7 1/2	3	3	7 1/2							
Hold Beams, length amidships														
Keel														
Scarp of Ditto														
Keelsons	Am Plates	15	1 1/2	14	10 1/2									
Scarp of Ditto														

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.														
<b>Outside.</b>														
Garboard Strakes	10	5 3/4												
Garboard to Bilge	6	5 3/4												
Bilge Planks	6	5 3/4												
Bilge to Wales	6	5 3/4												
Wales	6	5 3/4												
Topsides	Am Plates	13 1/2	10 1/2											
Sheer Strakes		13 1/2	10 1/2											
Plank Sheers		4	4											
Water-Ways	Upper Deck	13 1/2	9 1/2											
	Lower Deck													
Ditto, faying surface against Timbers	13													
Upper Deck		4	3 1/2											
<b>Inside.</b>														
Limber Strakes		2												
Bilge Planks		2												
Ceiling in Flat		2												
Ditto Bilge to Clamp		2												
Hold Beam Clamps		Spanned												
Deck Beam Ditto														
Ceiling 'twixt Decks														
Hold Beam Shelves														
Deck Beam Ditto														

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is — Inches. The Space between the Top-Timbers is — Inches.  
The Floors consist of Am Plates and Teak The First Foothooks of Am Frames  
The Second Foothooks of — The Third Foothooks and Top Timbers of —  
The Shifts of the First and Second Foothooks are not less than — N. B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are —

The Frame is — squared from the First Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is —  
The alternate Frames are — 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 — of the entire moulding at that place.

The Frame is — choaked with — Butt at each end of the chock. The Main piece of Rudder is British Oak  
The Main Keelson is Am Plate and — free from all defects. The Main piece of Windlass is British Oak  
The Stem, and Stern Post, consist of English Oak & Teak The Transoms, Aprons, Knight Heads, and  
Hawse Timbers of Am Plates & Am Frames Deadwood, of Teak and are — free from all defects.  
The Deck and Hold Beams consist of Built Am The Breasthooks of Am Plate The Knees of Braced Steel

**Planking Outside.**—From the Keel to the Height defined in Note to Table A, the Plank is American Rock Elm  
From the above named Height to the Light Water Mark Teak  
From the Light Water Mark to the Wales Teak  
The Wales and Black-strakes are Teak  
The Sheer-strakes and Plank-sheers Am Plate and Teak  
The Decks Yellow Pine  
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 True between, and without step-buttling

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Greenheart  
The Ceiling, Lower Hold, and between Decks Greenheart & Battens Shelf Pieces and Clamps

**Fastenings.**—To Hold Beams Welded Nails Rivetted to Frames, Stringed Plate and Angle iron on top

Deck Beams Welded Nails Rivetted to Frames, Stringed Plate and Angle iron on top  
Number of Breasthooks 5 Pointers — Crutches 5  
Butts End Bolts are of Yellow Metal in the Bottom, and 2 Bolt in each Butt End through and clenched, secured  
Bilge and Limber Strakes — bolted through and clenched. Treenails of Locust How Made Circular  
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 Charles Campbell & Co Surveyor's Signature J. B. Darling

See same report of 1844 Year 1864  
67LS1413-0238



2137 20  
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.
A double sail of Sails and	Fore Sails,		Tested to 55 fms	150	1 1/4	Patent	3 31.3.14
	Fore Top Sails,		Chain and 15 fms to per cent	150	1 1/4	Bower, tested to 32 fms	3 30.0.8
	Fore Topmast Stay Sails,		Hempen Stream Cable	90	1 1/2	29	29.3.20
	Main Sails,		Hawser Chain	60	1 1/2	Stream, Common	1 11.0.14
	Main Top Sails,		Towlines	90	9		
			Warp	90	1 1/2	Kedge, Detu	2 0.1.0
			All of <u>Good</u> quality.				2.8.7

Her Standing and Running Rigging Galv. & Steel efficient in size and good in quality.

She has One Long Boat and three others

The present state of the Windlass is new Capstan new Rudder new Pumps new and efficient

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>Built under Special Survey between</u>
	2nd.	When the Beams are put in, &c.	<u>the following dates 12<sup>th</sup> May 1863</u>
	3rd.	{ When completed, and before the plank be painted or payed }	<u>and 14<sup>th</sup> Jan<sup>y</sup> 1864</u>

This vessel is built with Iron Frames. Floors. Keelsons. Stringers Toppers and Sheerstrake fully up to the iron top scale as per Table G. and Wood Planked; the outside planking is wholly fastened with Yellow Litch from Floors to Toppers. Flat of Bottom in midships with 13p Locust Keelsons and a 7p through bolt every five feet and in other respects as per section 46. Diagonal Trusses fitted fore and aft 12 x 7/16 extending from Topside Plating to Bilges. also Diagonal Trusses on both tiers of beams. Butts of Sheerstrake and Gunwall Plate are double rivetted. all other Butts double Chain Rivetted. Floors in midships of Teak and Screw Bolted to iron Floors, and in all other respects as per accompanying Midship Section

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good  
If Sheathed, Doubled, Felted, or Coppered Yellow Litch on felt When last done  
I am of opinion this Vessel should be Classed 14 A. 1

The Amount of the Fee.....£ 5 : : : is received by me,  
Special .....£ 50 : 16 : : Paid in London.  
Certificate .....£ 10 : : :  
Committee's Minute 4<sup>th</sup> March 1864  
Character assigned A 1 for 14 Years

Exhl B. S

M/A