

No 133 Survey held at London Date May 19 1865
on the S.S. "Dilawur" Master Bailey
Tonnage 1005.58 Built at Deptford When built 1865 Launched 13th May
By whom built New 1187.0 Owners Smith Fleming & Co
Port belonging to London Destined Voyage Bombay
Surveyed while Building, Afloat, or in Dry Dock While building under Special S.

Length aloft	226	Feet.	—	Extreme Breadth Outside	34	Feet.	—	Depth of Hold	22.9	Feet.	—	Inches.
Thickness of Plank.												
Scantlings of Timber.				Outside.				Inside.				
TIMBER AND SPACE				Garboard Strakes				Limber Strakes				
Floors	24	x	1 1/16	23	x	1 1/16	Garboard to Bilge	5	x	3 1/2	3	
1 st Foothooks	5	x	3	5	x	3	Bilge Planks	3	x	3	3	
2 nd Ditto	3 1/2	x	3	3 1/2	x	3	Bilge to Wales	3	x	3	3	
3 rd Ditto	3 1/2	x	3	3 1/2	x	3	Wales	3	x	3	3	
Top Timbers							Topsides	3	x	3	—	
Deck } N ^o 63	Average	3 1/2	8 1/4	8 1/4	9/16	9/16	Sheer Strakes	3	x	3	—	
Beams } 1	Space	3 1/2	3	3	3	3	Plank Sheers	4	x	4	—	
Deck Beams, length amidships	33 feet						Water-Upper Deck	11	x	14	—	
Hold } N ^o 60	Average	3 1/2	the same as	16	16	16	Ways Lower Deck				—	
Beams } 1	Space	3 1/2	upper Deck				Ditto, faying surface	11			—	
Hold Beams, length amidships	33 ft						Upper Deck	4			—	
Keel	16	x	17	17	16	16					—	
Scarp of Ditto	7 ft										—	
Keelsons	Iron		Sketch								—	
Scarp of Ditto	double		butts								—	
Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.												
Heel-Knee, & Deadw'd abaft	1 1/4	1 1/8	Spiral	Transoms and throats of Hooks	1 1/4	1 1/8	Gal	Hold Beam	Waterway	3 1/4	full	
Scarp of Keel, N ^o 8	1 1/4			Arms of Hooks	3/4	Gal		Bolts in	Knees	3/4	full	
Keelson Bolts through Keel	1 1/8			Thro' Bilge & Limber Strakes	3/4	Gal		Deck Beam	Waterway	3/4	full	
at each Floor	1 1/8			Thickstuff over Double Floors	3/4	Gal		Bolts in	Knees	3/4	full	
Bolts thro' Heads of Timbers	1 1/8			Butt End Bolts	3/4	Gal		Nails or Bolts in Flat of Deck	Gal screw bolts			
and against Deadwood	1 1/8			Pintles of the Rudder	3 1/2			Treenails	Inches			
Timbering.—The Space between the Floor Timbers and Lower Foothooks is 21 Inches. The Space between the Top-Timbers is the same.												
The Floors, consist of Iron				The First Foothooks of Iron								

The 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 choiced with Butt at each end of the choek. The Main piece of Rudder is Eng Oak of Windlass is Pattern
The Keel is English Elm The Main Keelson is Iron and free from all defects.
The Stem, and Stern Post of East India Teak The Transoms, Knight Heads, Hawse Timbers, and Aprons of East India Teak Deadwood, of Teak and are free from all defects.
The Deck and Hold Beams of Iron The Breasthooks of Iron The Knees of Iron welded to beams
Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Outside Am: Elm, Inside Teak
or to the First Foothook Heads }
From the above named Height to the Light Water Mark } Two thicknesses of 3 inch Teak with iron plates between,
From the Light Water Mark to the Wales } 5 x 1/2 inch every 6 feet, crossing each other from the keel
The Wales and Black-strakes are to the sheerstrake, rivetted to the same.
The Topsides & Sheer-strakes
The Spirketting and Plank-sheers East India Teak The Water-ways { Upper Deck East India Teak
Lower Deck do
The Decks are of Yellow Pine State of good
The Shifts of the Planking are not less than 6 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 thru between, and without step-butting.
Planking Inside.—The Limber-strakes and Bilge-strakes are American Elm
The Ceiling, Lower Hold, and between Decks Battens Shelf Pieces and Clamps
Fastenings.—To Hold Beams Iron kneeplates rivetted to frames also angle Iron
of strong Plate
Deck Beams the same as the Hold beams
Number of Breasthooks five Iron Pointers Iron Crutches Iron
Butt End Bolts are of Yellow Metal in the Bottom: two Bolts in each Butt End are through and clenched.
Bilge and Limber Strakes bolted through and clenched. Treenails of How Made
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 Chas. Langley Surveyor's Signature Thos. W. H. Foundation

8110-059-017

27025 *Lon*

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.
2	Fore Sails,		<i>Lloyds Certificate</i> Chain <i>No. 120-130-134</i> <i>59 1/2</i>	300	1 13/16	Bower, <i>Lloyds Proof</i> <i>133</i> { <i>30.19</i> <i>20.9</i>	3	33.1.13
2	Fore Top Sails,		Hempen Stream Cable	120	12 in			33.0.18
2	Fore Topmast Stay Sails,		Hawser <i>chain</i>	9	1 1/8	Stream,	1	29.3.4
2	Main Sails,		Towlines	90	10			11.3.20
2	Main Top Sails,		Warp	90	8	Kedge,	2	6.1.10
and a double syet of others			All of <i>best</i> quality.	90	6			3.2.16

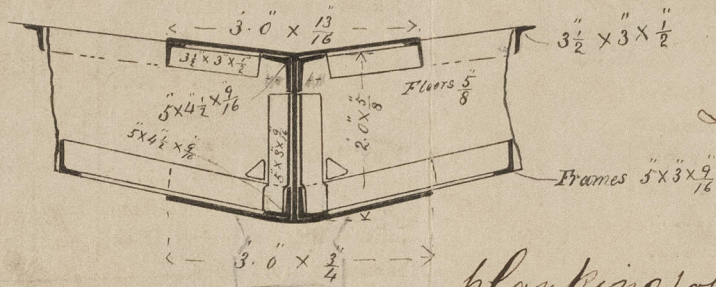
Her Standing and Running Rigging is sufficient in size and good in quality.

She has two life boats a Long Boat and three others

The present state of the Windlass is patent Capstan good Rudder good Pumps Redpaths Patent

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 March 31st 1864 to
2nd. When the Beams are put in, &c. May 19th 1865 S.S.
3rd. { When completed, and before the }
 { plank be painted or payed }



This vessel is sister ship to the "Dillhur" and is built on Lungley's patented composite principle, the inner thickness of planking (of 3 inch teak) being fastened to a per-

fect Iron Frame by Galvanized Iron screw and nut bolts, with diagonal Iron Rider plates (5 by 12 in) 6 feet apart let into the planking (flush) extending from sheerstrake to keelplate and crossed by another series in the opposite direction over which the outside planking is worked and fastened through the inner skin with 3/4 Yellow metal bolts. (clines stringers above are double angle iron 5 x 4 1/2) between the bilge and middle line 20 x 1 7/16 diagonal and fore and aft tie plates on be lower masts and yards are of steel similar the same in size. The bottom inside is ce- ship and materials are of a very super-
No. 10 keelrons and intercostal plate in 5 x 4 1/2 x 9/16, the 4 9 x 10/16. The Dillhur's, and the workman- tion on

Present condition of Caulking of Bottom, good Deck, good and good
If Sheathed, Doubled, Felted, or Coppered Yellow metal on part paper
I am of opinion this Vessel should be Classed First B.S. 14 A 1
The Amount of the Fee.....£ 5 : - : is received by me,
Special£ 65 : 6 : -
Certificate£ : : -

Committee's Minute 29th September 1865
Character assigned A 1 for 14 Years
Not frame = for
A.C.P. Impl B