

No. 2238 Survey held at Oberdeen Date July 29
on the Ship Duke of Cumberland Master Geo. Smith
Tonnage under tonnage deck 932 Built at Oberdeen When built 1864 Launched 1865
Ditto of poop 115 or spar deck - By whom built J. Smith Owners Smith & Co.
Total tonnage 1047 Register Port belonging to Wick Destined Voyage Sydney
Surveyed while Building, Afloat, or in Dry Dock Under Special Survey

| | | | | | | | | | |
|--|-----------|-----------|-------------------------|----------|-----------|---------------------|----------|-----------|----------------------------|
| Length as per section 39 .. | Feet. 211 | Inches. 7 | Extreme Breadth Outside | Feet. 34 | Inches. 2 | Depth of Hold | Feet. 21 | Inches. 8 | Number of Decks <u>Two</u> |
| Length of Keel | 190 | | | | | | | | |
| (Depth from limber-strakes to under side of lower deck beam <u>12 feet 2</u>) | | | | | | | | | |
| Scantlings of Timber. | | | | | | | | | |
| TIMBER AND SPACE | 33 | | | | | | | | |
| Floors | 13 1/4 | 14 | 14 | 13 1/4 | 13 1/4 | 13 1/4 | | | |
| 1 st Foothooks | 13 | 12 | 12 | 12 3/4 | 12 | 12 | | | |
| 2 nd Ditto | 12 1/2 | 11 | 11 | 11 1/4 | 11 | 11 | | | |
| 3 rd Ditto | 11 | 10 | 10 | 10 1/4 | 10 | 10 | | | |
| Top Timbers | | | | | | | | | |
| Deck } No 23 Average Space } 4 feet 9 in. 10 10 9 1/2 9 1/2 9 1/2 | | | | | | | | | |
| Beams } | | | | | | | | | |
| Deck Beams, length amidships | 31 feet 4 | | | | | | | | |
| Hold } No 31 Average Space } 4 feet 6 in. 14 14 13 1/4 13 1/4 13 1/4 | | | | | | | | | |
| Beams } | | | | | | | | | |
| Hold Beams, length amidships | 31 feet 6 | | | | | | | | |
| Keel | 13 1/2 | 18 | 24 | 15 1/4 | 15 1/4 | 15 1/4 | | | |
| Scarp of Ditto | 7 1/2 | | | 7 1/2 | | | | | |
| Keelsons | 17 | 17 | 17 | 16 1/4 | 16 1/4 | 16 1/4 | | | |
| Scarp of Ditto | 9 1/2 | | | 9 1/2 | | | | | |

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

| | | | | | | | | | | | | |
|---|-------------------------------|-----------------|--------------------------------|-------------------------------|-------------------------------|-----------------|--------------------------------|--------------------------------|-------------------|---------------------------|-----------------|----------------------------|
| Heel-Knee, & Deadw'd abaft | Copper or Y.M. in Ship. 1 1/2 | Iron in Ship. - | Inches required per Rule 1 1/2 | Transoms and throats of Hooks | Copper or Y.M. in Ship. 1 1/2 | Iron in Ship. - | Inches required per Rule 1 1/2 | Hold Beam Bolts in | Waterway .. 1 1/2 | Copper or Y.M. in Ship. - | Iron in Ship. - | Inches required per Rule - |
| Scarp of Keel, No 8 | 1 1/2 | - | 1 1/2 | Arms of Hooks | 1 1/2 | - | 1 1/2 | | Knees | 1 1/2 | - | 1 1/2 |
| Keelson Bolts through Keel at each Floor | 1 1/2 | - | 1 1/2 | Thro' Bilge & Limber Strakes | 1 1/2 | - | 1 1/2 | Deck Beam Bolts in | Waterway .. 1 1/2 | - | 1 1/2 | 1 |
| Bolts thro' Heels of Timbers against Deadwood | 1 | - | 1 | Thickstuff over Double Floors | 1 1/2 | - | 1 1/2 | | Knees | - | 1 1/2 | 1 |
| | | | | Butt End Bolts | 1 1/2 | - | 1 1/2 | | Shelf or Clamp | - | 1 1/2 | |
| | | | | Pintles of the Rudder | 3 1/2 | - | 3 1/2 | Nails or Bolts in Flat of Deck | - | - | 7 | |
| | | | | | | | | Treenails Inches | 1 1/2 | - | 1 1/2 | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/4 Inches. The Space between the Top-Timbers is 5 1/2 Inches.

The Floors consist of Baltic Oak & Samarrae The First Foothooks of Baltic Oak & Samarrae

The Second Foothooks of Baltic Oak & Samarrae The Third Foothooks and Top Timbers of Samarrae

The Shifts of the First and Second Foothooks are not less than 5 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are the same

The Frame is well squared from First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is Good.

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

The Butts of the Timbers are all 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 Samarrae of Windlass is Iron.

The Keel is Samarrae The Main Keelson is Spunkheart and is free from all defects.

The Stem, and Stern Post of Baltic Oak & Samarrae The Transoms, Knight Heads, Hawse Timbers, and Aprons of Samarrae Deadwood, of Samarrae and are well free from all defects.

The Deck and Hold Beams of Samarrae The Breasthooks of Iron The Knees of Iron.

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

From the above named Height to the Light Water Mark Samarrae

From the Light Water Mark to the Wales Samarrae

The Wales and Black-strakes are Samarrae The Topsides & Sheer-strakes Samarrae

The Spirketting and Plank-sheers Samarrae The Water-ways { Upper Deck Samarrae Lower Deck Samarrae

The Decks Yellow pine State of Material Good

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 Shore between, and without step-buttling.

Planking Inside.—The Limber-strakes and Bilge-strakes are Samarrae

The Ceiling, Lower Hold, and between Decks Red pine Shelf Pieces and Clamps Samarrae

Fastenings.—To Hold Beams Iron Maple Scoring across to each beam 15 pair of hanging screws & 14 pair of Samarrae all through bolted & clench.

Deck Beams Secured with Iron Maple Scoring across to each beam, 4 pair of Samarrae & 27 pair of hanging screws all through bolted & clench.

Number of Breasthooks Four Pointers Samarrae Crutches Good

Butt End Bolts are of Iron in the Bottom Two Bolts in each Butt End One through and clenched.

Bilge and Limber Strakes all bolted through and clenched. Treenails of Samarrae How Made Good

Thickstuff over Double Floors all 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 John Smith

Surveyor's Signature W. Smith

Lloyd's Register
Foundation

ABNS 0118

2238 Abn

CABLES, &c.

Fathoms.

Size.

Tested to.

ANCHORS, &c.

N^o

Weight.

Tested to.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

and all New,

Chain

Hempen Stream Cable . .

Hawser

Towlines

Warp

All of same quality.

Bower.

Stream,

Kedge,

Her Standing and Running Rigging all New sufficient in size and good in quality.

She has One Long Boat and Parsee Dhows,

The present state of the Windlass is Good Capstan Good Rudder Good Pumps 2 Good

Order for Special Survey,

No. 125 Date _____

Order for Ordinary Survey,

No. _____ Date _____

DATES of Surveys

held while building,

as per Section 35.

1st. When the Frame is completed

2nd. When the Beams are put in, &c.

3rd, { When completed, and before the
plank be painted or payed

General Remarks

General Remarks This vessel is well built of good & sound material for the seven years grade, under a permanent water tight roof in accordance with rule Sect 32. In an additional piece of one year, hull laid Dec 21/83, she is fastened with screw nails, yellow metal & galvanized iron bolts &c in accordance with rule Sect 46, for a further piece of another year, she has a full hull & fore-castle built in accordance with rule Sect 37-38 & 41, - 17 pair of diagonal plates fitted & bolted inside the frame timbers 4 1/2 wide by 3/4, 8 feet to 8 feet 6 apart, - A pair of sister keelsons of greenheart 11 in by 12 through bolted in every alternate timber & clinched in outside planking, - The bridge & thick strakes over the short floor head Cheeks are through bolted & clinched in accordance with rule Sect 39, - The garboard strakes are horizontally bolted through the keel & each other, clinched, - The caulking has been inspected sundry times during the progress and all proved satisfactory, - Extra through fastenings of yellow metal bolts clinched has been introduced from the keel to the bridge, in a diagonal position, six feet apart, extending from foremast to the Mizzen mast as a compensation for the deficiency in width of the diagonal plates they being 1/2 inch less than required by rule Sect 39.

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

If Sheathed, Doubled, Felted, or Coppered Shell Metal & Felt When last done 1845

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

The Amount of the Fee.....£ 3: - : is received by me,

Special £52 : 7 : 0

Certificate .. £

Committee's Minute 11th August 1805-

Character assigned

△ 1 Jan 9 Years A & C. D.

| | |
|--|----|
| Oct ^r to June 23 ^d | 11 |
| Oct ^r to Sept 24 ^d | 10 |
| Oct ^r to Nov 24 ^d | 15 |
| Oct ^r to March 31 st | 9 |
| Oct ^r to June 24 ^d | 11 |
| Oct ^r to Aug 23 ^d | 11 |
| sub & Survey, | 11 |