

No. 2684 Survey held at Dundee Date 27 July 1859
in the Ship Dartmouth Master W Davis
Tonnage Old 1043 94 Built at Dundee When built 1839 Launched 17/39
By whom built Alex Stephen & Sons Owners Jones Brothers
Port belonging to London Destined Voyage India
If Surveyed while Building, Afloat, or in Dry Dock Building & afloat

Length aloft	185.4		Feet. Inches.		Extreme Breadth Outside		34.3		Feet. Inches.		Depth of Hold		21.6		Feet. Inches.		
Scantlings of Timber.		In SHIP.		REQUIRED PER RULE.		Outside.		In SHIP.		REQUIRED PER RULE.		Inside.		In SHIP.		REQUIRED PER RULE.	
TIMBER AND SPACE		33 1/4		13 3/4		12 1/2		13 1/2		13		12 1/2		4		3 1/2	
Floors		13 1/4		14		13 3/4		12 1/2		13 1/2		13		12 1/2		13 1/2	
1st Foothooks		13 1/4		14		13 3/4		12 1/2		13 1/2		13		12 1/2		13 1/2	
2nd Ditto		12 1/2		13 1/2		12 1/2		13 1/2		12 1/2		13 1/2		12 1/2		13 1/2	
3rd Ditto		11 1/4		12		11 1/4		12		11 1/4		12		11 1/4		12	
Top Timbers		10 1/2		11 1/4		10 1/2		11 1/4		10 1/2		11 1/4		10 1/2		11 1/4	
Deck Beams		N° 31		Average Space		4 F 8 1/2		10		10		8		9 1/2		8	
Deck Beams, length amidships		31 1/2 ft		14 1/2		14		11 3/4		13 1/4		13 1/4		11 1/4		13 1/4	
Hold Beams		N° 30		Average Space		under each		14 1/2		14		11 3/4		13 1/4		11 1/4	
Hold Beams, length amidships		31-8		15 3/8		16 1/2		15		15		15		15		15	
Keel		6 ft 11		15 3/8		16 1/2		15		15		15		15		15	
Scarphs of Ditto		6 ft 11		15 3/8		16 1/2		15		15		15		15		15	
Keelsons		6 ft 11		15 3/8		16 1/2		15		15		15		15		15	
Scarphs of Ditto		6 ft 11		15 3/8		16 1/2		15		15		15		15		15	
Size of Bolts in Fastenings, distinguishing whether Copper or Iron: also of Treenails.		30 inch		30 inch		30 inch		30 inch		30 inch		30 inch		30 inch		30 inch	

Heel-Knee, and Deadwood abaft			Transoms and throats of Hooks			Waterway		
Scarphs of Keel	N° 8 1/2	1 1/4	1 1/4	1 1/4	1 1/4	Hold Beam Bolts in	Knees	1 1/4
Keelson Bolts through Keel at		1 1/4	1 1/4	1 1/4	1 1/4	Shelf or Clamp		1 1/4
in Floor		1 1/4	1 1/4	1 1/4	1 1/4	Waterway		1
through Heels of Timbers		1	1	1	1	Deck Beam Bolts in	Knees	1 1/4
inst Deadwood		1	1	1	1	Shelf or Clamp		1

Spacing.—The Space between the Floor Timbers and Lower Foothooks is 13 Inches. The Space between the Top-Timbers is 13 Inches.
Floors consist of Iron Bark & British Oak The First Foothooks of British Oak & Iron Bark
Second Foothooks of British Oak The Third Foothooks and Top Timbers of British Oak
Shifts of the First and Second Foothooks are not less than 1 1/2 ft 6 in 10 1/2 in 5 1/2 in N.B. When less than prescribed by the Rule, state how many.
Shift of the Shifts of the Frame are 2 ft 6 in 4 ft 9 in 6 in 3

Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared.
Stow Frames are each bolted together to the Gunwale. & Ship built in frame. N.B. If not, state how bolted.
Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.

Frame is Cross chocked with a Butt at each end of the chock. The Main piece of Rudder is British Oak
Main Keelson is Iron Bark Red Teak and free from all defects. The Main piece of Windlass is
Main Stem, and Stern Post, consist of British Oak & Teak The Transoms, Aprons, Knight Heads, and
Mainse Timbers of Teak & Brit Oak Deadwood, of Brit Oak & Teak and are free from all defects.
Deck and Hold Beams consist of Teak Iron Bark & Brit Oak 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 Amer elm & Oak
or to the First Foothook Heads German Oak & Teak
The above named Height to the Light Water Mark
The Light Water Mark to the Wales Teak

The Wales and Black-strakes are Teak The Topsides Teak
The Sheer-strakes and Plank-sheers Teak The Water-ways Upper Deck Teak Lower Deck
The Decks Yellow Pine State of Good
The Shifts of the Planking are not less than 3 Feet 3 Inches up N.B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship.

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

Fastenings.—To Hold Beams dovetailed in Shelf Staple Rod Iron Nails fore & aft & 27 pair
Hans Iron Nails 13 of these are Nails Riggers & 2 pair Riggers not Nailed
Deck Beams dovetailed to shelf Iron Nails 12 of these Staple Rod 5 pair Rod Iron Nails & 3 pair Staple Rod Iron Nails
Number of Breasthooks 4 aft Pointers Crutches 2 fore 2 aft

Butts End Bolts are of Yellow Metal in the Bottom, and Two Bolts in each Butt End through and clenched.
Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of Iron Bark & a few How Made Engine turned
Thickstuff over Double Floors Yellow Metal 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 Alex Stephen & Sons Surveyor's Signature Thomas Alexander
DUN 104-0132

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,	Chain	300	1 3/4	Bower,	3	38.2.19
2	Fore Top Sails,	Hemp Stream Cable	80	1 1/2			38.0.19
2	Fore Topmast Stay Sails,	Hawser	90	10	Stream,	1	12.0.13
2	Main Sails,	Towlines	90	8			
2	Main Top Sails,	Warp	90	7	Kedge,	2	6.2.21
	and other sails req ^d	All of <u>Good</u> quality.	90	5			3.0.26

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

She has one 26 ft Long Boat and 4 other boats

The present state of the Windlass is Good Capstan Good Rudder Good Pumps 4
Emerson & Walker patent Good Munday 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	<u>7th Feb^y 1857.</u>
2nd. When the Beams are put in, &c.	<u>5th June 57</u>
3rd. { When completed, and before the plank be painted or payed }	<u>30th March 1859.</u>

This vessels frame is diagonally trussed inside of timbers with 13 pair Arch-plates 5 by 8/8 secured into & bolted thro each timber as per rule & extend downwards from underside upper deck Waterway over first foothook heads

Is square sterned formed without Transoms stern & Counter timbers falling in abaft after comb overrun by Ceiling & outside plank & secured with Hooks internally

Has a full Poop 5.3 ft. in length Beams 12 in No 1st Oak 7 1/2 x 7 1/2 bound with Hang Lim Knots each end & 3 pair Lead Lim Knots 7 1/2 x 7 1/2 Oak Shelf 3 Sherbrook 2 1/2 plank 1/2 x 1/2 Waterway all of Teak Top Gallant Forecastle 38 ft long 7 Beams 8 x 8 of Teak bound with Shelf & Hang Knots same as poop

Is built of 12 years materials and essentially fastened with Yellow Metal in accordance with rule section 46. to the entire exclusion of Iron bolts & Nails in all external fastenings as therein defined

Has been built under a roof in accordance with Rule Section 52. also under special survey & sanction of order No 30 dated 10th Nov^r 1856.

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on part felt When last done _____

I am of opinion this Vessel should be Classed 14 A1

The Amount of the Fee.....£ 5 : " : " is received by me, Thomas Alexander

Special£ 46 : 13 :

Certificate£ 31 : 13 : 0

Committee's Minute 29th July 1859.

Character assigned A1 for 14 years



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