

No. 2706 Survey held at Perth Date 29th October 1859
on the Schooner Dunedin Master J Stewart
Tonnage Old New 66.47 Built at Perth When built 1839 Launched 27/10/39
By whom built Perth Ship³ Co Owners J Stewart
Port belonging to Otago New Zealand Destined Voyage New Zealand
Surveyed while Building, Afloat, or in Dry Dock Building & afloat

Length aloft		65.5		Feet.		Inches.		Extreme Breadth Outside		19.3		Feet.		Inches.		Depth of Hold		8.5		Feet.		Inches.							
Scantlings of Timber.				SIZED.				MOULDED.				Thickness of Plank.				Inches.				Inches.									
		Inches.		Required		Inches.		Inches.		Required		Inches.		Required		Inches.		Required		Inches.		Required							
		In Ship.		per Rule		In Ship.		In Ship.		per Rule		In Ship.		per Rule		In Ship.		per Rule		In Ship.		per Rule							
TIMBER AND SPACE		18				8 1/2		7		7		6				Outside.				Inside.									
Floors		7 1/4		8		7		7		7		6				Garboard Strakes		2 1/2		2		Limber Strakes		2 3/4					
1st Foothooks		6 3/4		7		7		7		7		6				Garboard to Bilge		2 1/2		2		Bilge Planks		2 3/4					
2nd Ditto		6 1/2		7		5 1/2		5 1/2		5 1/2		5 1/2				Bilge Planks		2 3/4		3		2		Ceiling in Flat		2 1/4			
3rd Ditto		6		6 1/2		5 1/2		5 1/2		5 1/2		5 1/2				Bilge to Wales		2 1/2		2		Ditto Bilge to Clamp		2 1/2		2 1/2			
Top Timbers		5 3/4		6 1/2		5 1/2		5 1/2		5 1/2		5 1/2				Wales		2 1/2		3		Deck Beam Clamps		2		2 1/2			
Deck { No 14		Average { 37 1/2		7 1/4		8		7		7 1/2		6				Topsides		2 1/2		2 1/2		Deck Beam Ditto		10 x 3		2 1/4			
Beams {		Space {														Sheer Strakes		2 1/2		2 1/2		Hold Beam Shelves							
Deck Beams, length amidships		18 1/4														Plank Sheers		2 1/2		2		Deck Beam Ditto							
Hold { No		Average {														Water - { Upper Deck		8 1/2 x 7		4 1/2		3 surface							
Beams {		Space {														Ways { Lower Deck													
Hold Beams, length amidships																Upper Deck		2 1/2		2 1/2									
Keel		9 1/2		8		12 1/2		8		9		9																	
Scarphs of Ditto		2 1/2		4.0		14 1/2		9		9		9																	
Keelsons		10 1/2		9		14 1/2		9		9		9																	
Scarphs of Ditto		5 1/4		4.0		14 1/2		9		9		9																	
Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.																								Copper		Iron		Inches required	

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.					
Heel-Knee, and Deadwood abaft	15 1/2	Transoms and throats of Hooks	1 1/2	Hold Beam Bolts in	Waterway
Scarphs of Keel	4 3/8	Arms of Hooks	3/4	Knees	5/8
Keelson Bolts through Keel at	3 1/2	Bolts thro' Bilge & Limber Strakes,	5/8	Shelf or Clamp	5/8
each Floor	15	or Thickstuff over Double Floors	9/16	Waterway	5/8
Bolts through Heels of Timbers	11	Butt End Bolts	2 1/2	Deck Beam Bolts in	Knees
against Deadwood	11	Pintles of the Rudder	2 1/2	Shelf or Clamp	5/8
				Nails or Bolts in Flat of Deck	1 1/2
				Treenails	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 to 2 Inches. The Space between the Top Timbers is 2 1/2 to 3 1/2 Inches.
The Floors consist of Scotch Oak & Brail Oak The First Foothooks of Brail & Ger Oak Timber.
The Second Foothooks of Brail Oak & 2 Larch The Third Foothooks and Top Timbers of Brail & Ger Oak
The Shifts of the First and Second Foothooks are not less than 2 1/2 to 3 1/2 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 fairly free from sap, and from thence downwards, the frame is well squared
The alternate Frames are each 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 1 1/2 of the entire moulding at that place.

The Frame is cross chocked with no Butt at each end of the chock. The Main piece of Rudder is Brail Oak
The Main Keelson is Pitch Pine and free from all defects. The Main piece of Windlass is Brail Oak
The Stem, and Stern Post, consist of Brail Oak The Transoms, Aprons, Knight Heads, and
Hawse Timbers of Ger & Brail Oak Deadwood, of Brail & Ger Oak and are free from all defects.
The Deck and Hold Beams consist of Larch Brail & Ger Oak The Breasthooks of Brail & Ger Oak The Knees of Larch & Brail Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Buch Black Birch Amer
or to the First Foothook Heads } & Brail Elm & Larch
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 Topsides Larch
The Sheer-strakes and Plank-sheers German Oak The Water-ways { Upper Deck Red Pine
Lower Deck
The Decks Yellow Pine State of good

The Shifts of the Planking are not less than 5 Feet inches. N. B. If less than prescribed by the Rule, state whether general
except one instance aft 4 ft 9 in The Planking is wrought three between, and without step-butting.
or partial, and if partial, in what part of the Ship.

Planking Inside.—The Limber-strakes and Bilge-strakes are German Oak
The Ceiling, Lower Hold, and between Decks Ger & Red Pine & Larch Shelf Pieces and Clamps Red Pine & Larch

Fastenings.—To Hold Beams
Deck Beams double Larch & Knees of Brail Oak & Larch

Number of Breasthooks 3 per 2 ft Pointers 2 ft per connected with Crutches one aft
Butts End Bolts are of 1/2" Nut in the Bottom, and one Bolt in each Butt End through and clenched.
Bilge and Limber Strakes 1/2" Nut bolted through and clenched. Treenails of Brail Oak How Made Engine turned
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 Pho The Ship Building Co Surveyor's Signature Thomas Alexander
Ed Wallace M.R.S.

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.
1	Fore Sails,	Chain	120	7/8	Bower,	2	5.0.0
1	Fore Top Sails,	<i>Morning Chain</i>	40	9/16			4.3.18
1	Fore Topmast Stay Sails,	Hempen Stream Cable	40	5	Stream,	1	1.3.0
1	Main Sails, <i>& Born for sail</i>	Hawser	75	4			
1	<i>Left</i> Main Top Sails,	Towlines	80	3 1/4	Kedge,	1	1.0.14
	and <i>others to form a full sail</i>	Warp					
		All of <i>Good</i> quality.					

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

She has one 14/2 ft Long Boat and Two Good Rudder Good Pumps 3 Good

The present state of the Windlass is Good Capstan Good

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>17 August</u>
2nd.	When the Beams are put in, &c.	<u>1 September</u>
3rd.	{ When completed, and before the plank be painted or payed }	<u>20 September &c</u>

A substantial built vessel with materials of good quality is flush deck'd with square stern formed without transoms stern & Counter timbers filling in against after Cant and secured by planting & Hooks

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

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done _____

I am of opinion this Vessel should be Classed A1

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

Special£ 2 : 2 :

Certificate£ 3 : 2 : 6

Committee's Minute 1st November 1859

Character assigned 1 for 7 years



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