

COMPOSITE SHIP.

2720

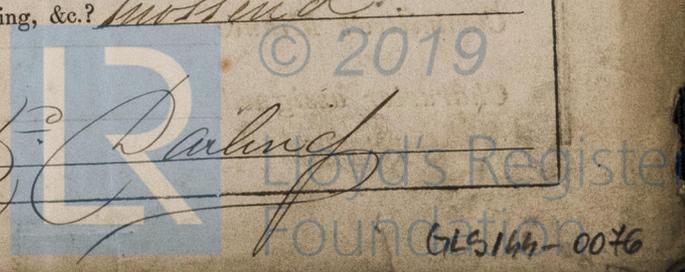
Rec 14/11/67

No. 2721 Survey held at Dunbarton Date 1st November 1887
 on the Ship "Barbadian" Master Robt. Evans
 Tonnage under tonnage deck 148.45 Built at Dunbarton When built 1887 Launched 28th Oct. 1887
 Ditto of poop or spar deck 50.47
 Ditto of stair engine room 84 By whom built A. McCallum & Co Owners J. Kerr
 Gross tonnage _____ Port belonging to Greenock Destined Voyage East Indies
 Total Register tonnage 699.79
 If Surveyed while Building, Afloat, or in Dry Dock While building and afloat

Length aloft	Extreme Breadth	Depth from top of Upper Deck Beam to top of Floor	Power of Engines	Horse.	N ^o . of Decks
<u>110</u>	<u>31.3</u>	<u>18.45</u>	<u>10</u>	<u>1</u>	<u>One</u>
<i>(Dimensions of Ship per Register, length, breadth, depth)</i>					
Keel, siding and moulding	<u>13 1/2 x 15 1/2</u>	<u>13 1/2 x 15 1/2</u>	Garboard Strakes, thickness	<u>9</u>	
„ plate, breadth and thickness	<u>20 x 7/8</u>	<u>20 x 7/8</u>	Garboard to Topsides ditto	<u>5 1/4</u>	<u>5 1/4</u>
Stem, siding and moulding	<u>13 1/2 x 10</u>	<u>13 1/2 x 15 1/2</u>	Topsides ditto		
Fore deadwood plate, breadth and thickness	<u>13 1/2 x 7/8</u>	<u>13 1/2 x 7/8</u>	Sheerstrakes ditto		
Stern-post, siding and moulding	<u>13 1/2 x 10</u>	<u>13 1/2 x 15 1/2</u>	Planksheers ditto		
After deadwood plate, breadth and thickness	<u>13 1/2 x 7/8</u>	<u>13 1/2 x 7/8</u>	Water-Upper Deck	<u>Copper</u>	
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>18</u>	<u>18</u>	Ways Lower Deck		
Frames, Size of Angle Iron, single or double	<u>4 3/4</u>	<u>4 3/4</u>	Iron Sheerstrake, breadth and thickness	<u>4 1/2</u>	<u>16th. In. 4 1/2</u>
„ Reversed Iron, if to every frame	<u>to the upper part of the keel</u>		„ Bilge Plate ditto ditto	<u>18</u>	<u>16th. In. 18</u>
„ or every other frame	<u>to the Gunwale</u>		Diagonal Plates on Frames	<u>10</u>	<u>16th. In. 10</u>
Floors, depth and thickness of Floor Plate at Mid line	<u>20 1/2</u>	<u>20 1/2</u>	Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	<u>24</u>	<u>16th. In. 24</u>
„ Ditto ditto at Bilge Keelson	<u>8</u>	<u>8</u>	Angle Iron on ditto	<u>4 1/2</u>	<u>16th. In. 4 1/2</u>
„ Size of Reversed Angle Iron, and N ^o . / 32 at top of Floor Plate	<u>3 1/2</u>	<u>3 1/2</u>	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	<u>11</u>	<u>16th. In. 11</u>
„ If of Wood, siding & mould'g. at Mid. line			Diagonal Tie Plates on ditto	<u>11</u>	<u>16th. In. 11</u>
Beams, Deck (N ^o . „) double Angle Iron, Plate, Tee, or Bulb Iron	<u>7</u>	<u>7</u>	Flat of Upper Deck, thickness	<u>3 1/2</u>	<u>16th. In. 3 1/2</u>
„ double or single Angle Iron, on upper edge	<u>3 1/2</u>	<u>3 1/2</u>	Ceiling betwixt Decks, thickness	<u>3 1/2</u>	<u>16th. In. 3 1/2</u>
„ average space between	<u>4 feet</u>	<u>4 feet</u>	„ in Hold, thickness	<u>2 1/4</u>	
„ Hold, or Lower Deck (N ^o . „) double Angle, Tee, Plate, or Bulb Iron	<u>7 1/2</u>	<u>7 1/2</u>	Clamps or Spirketting ditto		
„ double or single Angle Iron, on upper edge	<u>3 1/2</u>	<u>3 1/2</u>	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	<u>18</u>	<u>16th. In. 18</u>
„ average space between	<u>4 feet</u>	<u>4 feet</u>	Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	<u>4 1/2</u>	<u>16th. In. 4 1/2</u>
„ on, single or double plate, box, or intercostal	<u>4 feet</u>	<u>4 feet</u>	Stringers in Hold	<u>4 1/2</u>	<u>16th. In. 4 1/2</u>
Size of Plates	<u>13 1/2</u>	<u>13 1/2</u>	Flat of Lower Deck, thickness		
Size of Angle Irons	<u>4 1/2</u>	<u>4 1/2</u>	Diameter of Hold Pillars	<u>3 1/4</u>	
If of Wood, siding and moulding			Main piece of Rudder, diameter at head	<u>10</u>	<u>16th. In. 10</u>
Side, single or double, plate, box, or intercostal	<u>4 1/2</u>	<u>4 1/2</u>	(Can the Rudder be unshipped afloat) <u>Yes</u>		
Bilge (N ^o . „) at each Bilge, single, or double, plate or box	<u>4 1/2</u>	<u>4 1/2</u>			

The Floors consist of Iron Plates
 The Keel is Copper The Main Keelson is Iron Plates & Angle B^s and 1 free from all defects.
 The Stem, and Stern Post of British Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Iron Plates & British Oak Deadwood, of Iron Plates & Oak and are 1 free from all defects.
 The Deck and Hold Beams of Bulk and Angle B^s The Breasthooks of Iron Plates The Knees of Iron Plates
Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is American Red Pine
 From the above named Height to the Light Water Mark
 From the Light Water Mark to the Wales Greenheart & French Oak
 The Wales and Black-strakes are Greenheart & Oak The Topsides & Sheerstrakes Iron Plates
 The Spirketting and Planksheers „ The Water-ways { Upper Deck Copper Lower Deck „
 The Decks Yellow Pine State of Two How fastened to Beams Nut and Screw Bolts
 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 Three between, and without step-butting.
Planking Inside.—The Limber-strakes and Bilge-strakes are Red Pine
 The Ceiling, Lower Hold, and between Decks Red Pine & Batten Shelf pieces and Clamps 1
 Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double
 Planksheer, how secured to the plating of the sides { Explain by sketch } Iron Bulwarks
 Waterway „ „ planksheer and to the Beams { if necessary. } Copper Waterway
 Deck Beams, how secured to the side? Welded Venies rivetted to Frames
 Hold or Lower Deck ditto _____
 General Quality of Workmanship Good No. of breasthooks Four crutches Four
 What description of Iron is used for the Frames, Beams, Keelsons, Stringer and Tie Plates, Outside Plating, &c.? Messing
 Manufacturer's name or trade mark _____

We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature A. McCallum & Co Surveyor's Signature S. J. Darling



2720 Geo

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, Galvanized Iron, or Iron.

Table with columns for material (Copper or Y.M. in Ship, Iron in Ship), inches required per Rule, and specific fastenings (Transoms and throats of Hooks, Arms of Hooks, Thro' Frames and Planking, Butt End Bolts, Pintles of the Rudder, Hold Beam Bolts in, Deck Beam Bolts in, Nails or Bolts in Flat of Deck).

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

1977 May 77

Tested by W. Taylor 21. 22. 23 Oct 1867 Glasgow P. J. Tested by W. Taylor 27. 30. 31 Oct 1867 Glasgow P. J.

Table with columns for SAILS (Fore Sails, Fore Top Sails, Main Sails, Main Top Sails), CABLES, &c. (Chain, Hempen Stream Cable, Hawser, Towlines, Warp), ANCHORS, &c. (Bowers, Stream, Kedges), and various test and weight specifications.

Her Standing and Running Rigging Good sufficient in size and Good in quality. She has One Long Boat and Two Gigs. The present state of the Windlass is Two Capstan Two and Rudder Two Pumps Two and efficient.

- 1st. Examination of the wood keel, stem, stern post, and deadwood before they are coated
2nd. Of the frame before it is painted, strapped, or plated
3rd. Of all the beams, stringers, plates, &c., when in place, rivetted-up ready to receive the planking
4th. When the vessel is planked outside, dubbed fair, and all the fastenings completed, but before she is either caulked, coated, or cemented, so that the inside and outside of the planking, and the bolts and their nuts, may be carefully examined
5th. When the vessel is caulked and completed
6th. When the vessel is launched and equipped

State if she has a Spar Deck No Poop Yes or Forecastle Yes

General Remarks, Middle line keelson fitted with a foundation and rider plate 18 x 30 and 12 x 10 respectively; Bull Bar to Bilge keelson 12 x 10. Two pairs of Diagonals and Frames crossed in midships. The remainder of the keelson is fitted eight feet apart on the square; three Bull Bar beams fitted in lower hold to strengthen bow; the French Oak planking is used for fore and after shifts; the planking is through fastened with 7/8 Yellow Metal put and screw bolts to the height of four fifths the depth of hold, the remainder with Galvanized Bolts. The ceiling in flat of bottom has been doubled with three inch Red Oak and the Batens doubled with 1 1/2 inch backing to reduce the draught, in all other respects the vessel is built as per approved midship section. Fore and main masts are of hard wood framed of three plates to the ends and single clincher and Batten, ribble-camel riveted.

In what manner are the surfaces of Iron Work preserved from oxidation Painted in flat of bottom with Port & Co's Present condition of Caulking of Bottom Good Deck, Good and Waterways Good If Sheathed, Doubled, Felted, or Coppered Yellow Metal When last done now done

I am of opinion this Vessel should be Classed 14 A. 1 The Amount of the Fee.....£ 5 : : is received by me, Special£ 35 : : Certificate£ 10 : : Committee's Minute 15 November 1867 Character assigned 14 A. 1

S. B. Darling (Signature) The draught appears to have been kept down below 700 as stated above by doubling the ceiling which chiefly affects the foundation and other 14 Nov 1867