

COMPOSITE SHIP.

2720

Rec 14/11/67

No. 2720 Survey held at Dunbarton Date 1st November 1867
 on the Ship "Barbadian" Master Robt. Evans
 Tonnage under tonnage deck 148.45 Built at Dunbarton When built 1857 Launched 28th Oct. 1857
 Ditto of poop or spar deck 50.45
 Ditto of star engine room 84 By whom built A. H. Bullard & Co Owners J. Kerr
 Gross tonnage 199.79 Port belonging to Greenock Destined Voyage East Indies
 Total Register tonnage 699.79
 If Surveyed while Building, Afloat, or in Dry Dock at building and afloat

| Feet. | Inches. | Feet. | Inches. | Depth from top of Upper Deck Beam to top of Floor | Feet. | Inches. | Horse. | N ^o . of Decks |
|---|------------|-----------------|-------------|---|--|------------|------------------|---------------------------|
| Length aloft | <u>110</u> | Extreme Breadth | <u>31.3</u> | Deck Beam to top of Floor | <u>10</u> | <u>0</u> | Power of Engines | <u>One</u> |
| (Dimensions of Ship per Register, length <u>110</u> breadth <u>31.3</u> depth <u>10.0</u>) | | | | | | | | |
| Keel, siding and moulding | | | | | Outside Plank. | | | |
| ,, plate, breadth and thickness | | | | | Garboard Strakes, thickness | <u>9</u> | Inches in Ship. | Inches required by Rule. |
| Stem, siding and moulding | | | | | Garboard to Topsides ditto | <u>5.4</u> | <u>5.4</u> | |
| Fore deadwood plate, breadth and thickness | | | | | Topsides ditto | <u>10</u> | <u>10</u> | |
| Stern-post, siding and moulding | | | | | Sheerstrakes ditto | <u>10</u> | <u>10</u> | |
| After deadwood plate, breadth and thickness | | | | | Planksheers ditto | <u>10</u> | <u>10</u> | |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | | | | | Water-Upper Deck | <u>10</u> | <u>10</u> | |
| | | | | | Ways Lower Deck | <u>10</u> | <u>10</u> | |
| Frames, Size of Angle Iron, single or double | | | | | Iron Sheerstrake, breadth and thickness | <u>4.2</u> | <u>4.2</u> | |
| ,, Reversed Iron, if to every frame | | | | | ,, Bilge Plate ditto ditto | <u>10</u> | <u>10</u> | |
| ,, or every other frame | | | | | Diagonal Plates on Frames | <u>10</u> | <u>10</u> | |
| Floors, depth and thickness of Floor Plate at Mid line | | | | | Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness | <u>3.4</u> | <u>3.4</u> | |
| ,, Ditto ditto at Bilge Keelson | | | | | Angle Iron on ditto | <u>4.2</u> | <u>4.2</u> | |
| ,, Size of Reversed Angle Iron, and N ^o . 1 & 2 at top of Floor Plate | | | | | Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways | <u>11</u> | <u>11</u> | |
| ,, If of Wood, siding & mould'g. at Mid. line | | | | | Diagonal Tie Plates on | <u>11</u> | <u>11</u> | |
| Beams, Deck (N ^o .) double Angle Iron | | | | | Flat of Upper Deck, thickness | <u>3.2</u> | <u>3.2</u> | |
| ,, double or single Angle Iron, on upper edge | | | | | Ceiling betwixt Decks, thickness | <u>3.2</u> | <u>3.2</u> | |
| ,, average space between | | | | | ,, in Hold, thickness | <u>3.2</u> | <u>3.2</u> | |
| ,, Hold, or Lower Deck (N ^o .) double Angle, Tee, Plate, or Bulb Iron | | | | | Clamps or Spirketting ditto | <u>18</u> | <u>18</u> | |
| ,, double or single Angle Iron, on upper edge | | | | | Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness | <u>4.2</u> | <u>4.2</u> | |
| ,, average space between | | | | | Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams | <u>4.2</u> | <u>4.2</u> | |
| ,, on, single or double plate, box, or intercostal | | | | | Stringers in Hold | <u>4.2</u> | <u>4.2</u> | |
| Size of Plates | | | | | Flat of Lower Deck, thickness | <u>3.2</u> | <u>3.2</u> | |
| Size of Angle Irons | | | | | Diameter of Hold Pillars | <u>3.2</u> | <u>3.2</u> | |
| If of Wood, siding and moulding | | | | | Main piece of Rudder, diameter at head | <u>10</u> | <u>10</u> | |
| Side, single or double, plate, box, or intercostal | | | | | (Can the Rudder be unshipped afloat) <u>Yes</u> | | | |
| Bilge (N ^o .) at each Bilge, single, or double, plate or box | | | | | | | | |

The Floors consist of Iron Plates
 The Keel is Iron The Main Keelson is Iron Plates & Angle B^o 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^o 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 Oak

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 Iron The Water-ways { Upper Deck Copper Lower Deck Iron
 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 & Batavia 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 Veneers rivetted to Frames
 Hold or Lower Deck ditto 1
 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.? Mossend
 Manufacturer's name or trade mark 1

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature A. H. Bullard & Co Surveyor's Signature S. F. Darling

2720 Geo

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

| | Copper or Y.M. in Ship. | Iron in Ship. | Inches required per Rule | | Copper or Y.M. in Ship. | Iron in Ship. | Inches required per Rule | | Copper or Y.M. in Ship. | Iron in Ship. | Inches required per Rule |
|---|-------------------------|---------------|--------------------------|-------------------------------|-------------------------|---------------|--------------------------|--------------------------------|-------------------------|---------------|--------------------------|
| Deadwood forward and aft .. | 1 1/8 | " | 1 1/8 | Transoms and throats of Hooks | " | " | " | Hold Beam | " | " | " |
| Scarphs of Keel, No. <i>P</i> | 1 | " | 1 | Arms of Hooks | " | " | " | Bolts in | " | " | " |
| Keelson Bolts through Keel at each Floor | " | " | " | Thro' Frames and Planking.... | 1 1/8 | 1 1/8 | 1 1/8 | Deck Beam | " | " | " |
| Bolts through Iron Keel Plate and Wood Keel | 1 1/8 | 1 1/8 | 1 1/8 | Butt End Bolts .. | 1 1/8 | " | 1 1/8 | Bolts in | " | " | " |
| | | | | Pintles of the Rudder | 1 1/8 | " | 1 1/8 | 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 21.23.23 Oct 1867 Tested by W. Taylor 21.23.23 Oct 1867

| No. | She has SAILS. | CABLES, &c. | Fathoms. | Inches. | Test as per Certificate. | In. req'd per Rule. | Test req'd per Rule. | ANCHORS, &c. | No. | Weight Ex. Stock. | Test as per Certificate. | Weight req'd per Rule. | Test req'd per Rule. |
|-----|--------------------------|-----------------------------|----------|---------|--------------------------|---------------------|----------------------|--------------|-----|-------------------|--------------------------|------------------------|----------------------|
| | Fore Sails, | Chain | 270 | 1 1/8 | 40 | 1 1/8 | 40 | Bowers | 3 | 21.0.25 | 22 | 21 | 21 1/2 |
| | Fore Top Sails, | Hempen Stream Cable.. | 100 | 9 1/4 | 9 | 9 | | Stream | 1 | 9.2.22 | 9.10.0.4 | 9 | |
| | Fore Topmast Stay Sails, | Hawser | 100 | 7 1/4 | 7 | 7 | | Kedges | 1 | 4.2.15 | 4 1/2 | 3 1/2 | |
| | Main Sails, | Towlines | 100 | 7 1/4 | 7 | 7 | | | | | | | |
| | Main Top Sails, | Warp | 100 | 4 | 4 | 4 | | | | | | | |
| | and | All of <i>Good</i> quality. | | | | | | | | | | | |

Her Standing and Running Rigging *Good* sufficient in size and *Good* in quality.

She has *One* Long Boat and *One* Boat and *One* Gif

The present state of the Windlass is *Two* Capstan *Two* and Rudder *Two* Pumps *Two* and efficient

Order for Special Survey

No. *1009* DATES of
Date *Aug. 23/66* Surveys held

Order for Ordinary Survey while building

No. _____
Date _____

- 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 *Built under special survey, from the 23rd Nov 1866 to the 5th Dec 1867*
- 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; Built Bar to Bilge keelson 1 x 10. Two pairs of Diagonals on Frames crossed in midships, the remainder fitted eight feet apart on the square; three Built 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 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 framed of three plates to the ends and single clincher and Bats, ribble cawel rivetted.

In what manner are the surfaces of Iron Work preserved from oxidation *Frames in flat of bottom with Part 6*

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*

A. R. P.

S. B. Darling

These drawings appear to have been kept down below 700 as stated above by doubling the Ceiling when chiefly affected by rust and other 14 Nov 1867 J.H.C.

British Royal Navy Foundation