

IRON SHIPS.

No. 433 Survey held at Kirkcaldy Date 14th October 1887
 on the Iron Barque Dunbar Master George Craig
 Tonnage Gross 144 Engine Room 18 1/2 Register 1887 Built at Kirkcaldy
 When Built 1857 By whom built J. Brown & Co. Owners George Duncan & others
 Port belonging to London Destined Voyage Supposed South America
 If Surveyed Afloat or in Dry Dock On the stocks & now Afloat for stores

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
.....	141	5	.....	27	1	.....	16	8	.....	.....
Distance between Floors amidships	Feet. In Ship.	Inches.	Feet. In Ship.	Inches.	Feet. In Ship.	Inches.	Feet. In Ship.	Inches.	Feet. In Ship.	Inches.
.....	12	18	.....	12	18	.....	12	18	.....	18
" " " forward and aft	12	18	.....	12	18	.....	12	18	.....	18
" " Ribs amidships	12	18	.....	12	18	.....	12	18	.....	18
" " " forward and aft	12	18	.....	12	18	.....	12	18	.....	18
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	4	4	1/2	3 1/2	2 1/2	7/16	.....	.....	.....	.....
" " " depth & thickness of Plate at mid line	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " at turn of bilge	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " Size of Reversed Angle Iron, and No. at top of Floor Plate	3	2 1/2	1/2	2 3/4	2 1/2	6/16	.....	.....	.....	.....
Ribs, Size of Angle Iron, single or double	4	4	1/2	3 1/2	2 3/4	7/16	.....	.....	.....	.....
" " Reversed Iron, if to every frame or every alternate frame	3	2 1/2	1/2	2 3/4	2 1/2	6/16	.....	.....	.....	.....
Beams, Deck (N ^o . 33) double or single and Angle Iron	3	2 1/2	1/2	2 3/4	2 1/2	6/16	.....	.....	.....	.....
" " " depth & thickness of plate amidships	8	8	1/2	6 3/4	7/16	.....	.....	.....	.....	.....
" " " double or single Angle Iron, on lower edge	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " average space between	24	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " if wood (N ^o .) sided & moulded	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " Hold, (N ^o . 17) double or single Angle Iron	3	2 1/2	1/2	2 3/4	2 1/2	6/16	.....	.....	.....	.....
" " " depth & thickness of plate amidships	8	8	1/2	6 3/4	7/16	.....	.....	.....	.....	.....
" " " double or single Angle Iron, on lower edge	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " average space between	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " if wood (N ^o .) sided & moulded	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " Paddle, wood, sided and moulded or if Iron, size of Plate	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " Engine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Keelson, wood, sided & moulded, iron, size of	8	8	1/2	6 3/4	7/16	.....	.....	.....	.....	.....
" " " if Box, give sketch & dimensions	5	3	1/2	4	3	7/16	.....	.....	.....	.....
" " Side or Bilge	3	3	1/2	4	3	7/16	.....	.....	.....	.....
" " Number	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Transoms, material Iron or, if none, in what manner compensated for. Ribs wrought all round, also Stringer Plates, and Angle Iron
 Knight-heads British Oak Bulkheads, N^o. 2 Thickness of 5/16 5/16
 Hawse Timbers Q^o are they free from defects? yes
 The Ribs extend in one length from Kiel to Cumwale rivetted through plates with (7/8 in.) rivets, about (4 in) apart.
 The reverse angle irons on the floors extend in one length across the middle line from Kiel to Cumwale
 " " " on the ribs " " " from Kiel to Cumwale on each alternate Rib
 Keelson, if wood, length of scarp if iron, how are the various lengths connected? With Welding pieces 18 in long
 Plates, Garboard, double or single rivetted to keel, with rivets (1 ins.) diameter averaging (3 in.) from centre to centre of rivet.
 " edges from Garboards to turn of bilge, worked carvel with a lining piece (1 in.) thick, or clench, double or single rivetted; rivets (7/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.
 " butts from Garboards to turn of bilge, worked carvel with a lining piece (1/16) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes
 " edges from bilge to wales, worked carvel with a lining piece (1) thick, or clench, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.
 " butts from bilge to wales, worked carvel with a lining piece (1/16) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes
 " edges of wales and to planksheers, worked carvel with a lining piece (1) thick, or clench, double or single rivetted; rivets (3/4 in.) diameter averaging (2 1/4 ins.) from centre to centre of rivets.
 Planksheer, how secured to the plating of the sides { Explain by sketch, } Bolted through Shearstrake and Stringer
 Waterway " " planksheer and to the Beams { if necessary. } Plates with 3/4 Bolts - 15 ins apart.
 Side trussing breadth and thickness of plates how secured
 Deck trussing " " " " " "
 Deck Beams, how secured to the side Rivetted to Ribs and Stringer Plate
 Hold " " " " " "
 Paddle " " " " " "
 No. of breasthooks 4 crutches how are pointers compensated? Ribs led right round, also Stringer Plates and
 What description of iron is used for the angle iron and bar iron in the vessel? Best Iron

15/2 Jan

Workmanship. Are the lands or laps of the clenchwork in all cases sufficiently wide to take the rivets and support the strain on them? *Yes*
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*
 Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *Solid with sliver pieces*
 Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *Yes* and are the rivet holes well and sufficiently countersunk in the outer plate? *Yes*
 Are there any rivets which either break into or have been put through the seams or butts of the plating? *No*
 Was the plating caulked internally in the wake of the frames or ribs? *Yes*

Her Masts, Yards, &c., are in *best* 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	240 13/8	3	21 Cwt 20 "
2	Fore Top Sails,	Hempen Stream Cable	80 9	1	17 " Patent
2	Fore Topmast Stay Sails,	Hawser	80 7	1	8 1/2
1	Main Sails,	Towlines	80 5/4		
2	Main Top Sails,	Warp		2	4 + 3/4
and <i>other sails complete and all of best Canvas</i>		All of <i>best</i> quality.			

Her Standing and Running Rigging *is all* sufficient in size and *best* in quality.

She has *one* Long Boat and *one* Pinnace 20 ft by 7 ft one 22 ft
 The present state of the Windlass is *Strong* Capstan *Strong* and Rudder *Strong* Pumps *4, two Main & one in each Compartment*

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

DATES of Surveys held while building, as per Section 17.

1st.	On the several parts of the frame, when in place, and before the plating was wrought	<i>July 24th & September 26th 1853</i>
2nd.	On the plating during the progress of rivetting	<i>28th November & 5th December 1853</i>
3rd.	When the beams were in and fastened, and before the decks were laid	<i>4th February & 25th August 1854</i>
4th.	When the ship was complete, and before the plating was finally coated	<i>21st April 1857</i>
5th.	After the ship was launched	<i>24th September & 14th October 1857</i>

*Request Note for Survey No 31 Dated 2nd February 1855
 Certificates for Chains produced.*

This ship is built without Floor Plates, and in compensation. The Frames are so much larger, than required by the Rule, and are spaced only 12 inches apart, an additional Frame having been put in, between each from Keel to Gunwale, and 3 Kelsons wrought on each side all the way Fore and Aft, in accordance with Mr. Snyfang letter of 31st December 1853, to the Builder, she is a strong vessel and the workmanship very good, throughout. She is abundantly supplied with stores

In what manner are the surfaces preserved from oxidation? *Two coats of Red Lead, then a coat of mixed Tar and Lime*

I am of opinion this Vessel should be classed *12 A 1*

The amount of the Fee£ 5: 0: 0 is received by me, *Walter Barton*

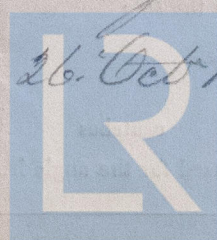
Special£ 20: 18: 0

7 Certificate (if required)£ 25: 18: 0

Committee's Minute *27th October 1857*

Character assigned *1 for 12 Years*
Build of Iron

I am of opinion this vessel is eligible for the Class recommended



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 26 Oct 1857
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