

IRON SHIPS.

Receipt 14/11/64

No. 2262 Survey held at Dumbarton Date 15th Aug 1864
 on the Ship Duke of Roxburgh Master John Mc Murich
 Tonnage Gross 999 Engine Room Under Deck Register 999 Built at Dumbarton
 When Built 1864 Launched 1864 By whom built James & Rankin
 Owners Montgomery & Gubborn Port belonging to London Destined Voyage Calcutta
 Surveyed Afloat or in Dry Dock whilst building

Length aloft	Extreme Breadth	Depth from top of Upper Deck Beam to top of Floor	Power of Engines	Horse
199.7	33.4	20.9		
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	18			
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	4 3			
depth and thickness of Floor Plate at mid line	2 1			
depth and thickness of Floor Plate at Bilge Keelson	1 0			
Size of Reversed Angle Iron, and No. at top of Floor Plate	3 3			
Frames, Size of Angle Iron, single or double	4 3			
Reversed Iron, if to every frame	to the upper part of the frame			
Beams, Deck (No. double Angle Iron, Plate, or Bulb Iron)	8 2			
double or single Angle Iron on upper edge	3 3			
average space between	3 feet			
if wood (No. sided & moulded)				
Hold, or Lower Deck (No. double Angle Iron, Plate, or Bulb Iron)	8 2			
double or single Angle Iron on upper edge	3 3			
average space between	3 feet			
if wood (No. sided & moulded)				
Paddle, wood, sided and moulded, or if Iron, size of Plate				
Engine				
Keelson, single plate, box, or intercostal	3 2			
Size of Plates	10 3			
Size of Angle Irons	5 4			
Ditto Bilge (No. wood)				

Transoms, material Iron Plate, if none, in what manner compensated for. how secured to the sides of the ship rivetted between two Frames

Knight-heads, and Hawse Timbers British Oak & Elm Frames, size of vertical angle iron and their distance apart 3.5 - 4.5 - 30 lbs

The Frames or Ribs extend in one length from middle line to Gunwale rivetted through plates with (7/8 in.) rivets, about (1 1/2) apart.

The reverse angle irons on the floors extend in one length across the middle line from upper part of Hold Beams to Ditta

Keelson, how are the various lengths of plates or angle irons connected? by lining pieces

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (7/8 in.) diameter averaging (3 1/2 in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (1 1/2 in.) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

Edges from bilge to sheerstrake, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

Edge of Sheerstrake, double or single rivetted? Double

Butts from bilge to planksheers, worked carvel with a lining piece (1 1/2 in.) thick, double or single rivetted; rivets (7/8 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (1 1/2) Breadth of laps in single rivetting (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 } from Bulwarks &

Waterway " " planksheer and to the Beams { if necessary } Cutted Waterway

Deck Beams, how secured to the side? Welded to the frames

Hold or Lower Deck " Ditto

Paddle " Ditto

No. of breasthooks Four crutches Four how are pointers compensated? all pointers run forward

What description of iron is used for the angle iron and plate iron in the vessel? Glasgow Boiler Plate and Angle Iron Builder's Signature James Rankin

3847 Iron

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? 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 solid with single pieces, or are they in short lengths of various thicknesses? Yes
 Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform 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? a few in corners of butts

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
No.		Fathoms.	Inches.	No.	Weight.
<u>2 Double</u>	Fore Sails,	<u>300</u>	<u>1 1/2</u>	<u>31</u>	<u>23.2.0</u>
<u>1</u>	Fore Top Sails,	<u>90</u>	<u>1 1/2</u>	<u>30</u>	<u>33.2.0</u>
<u>1</u>	Fore Topmast Stay Sails,	<u>60</u>	<u>1 1/2</u>	<u>Patent</u>	<u>29.3.2</u>
<u>1</u>	Main Sails,	<u>90</u>	<u>9</u>	<u>Common</u>	<u>11.1.14</u>
<u>1</u>	Main Top Sails,	<u>90</u>	<u>5 1/2</u>	<u>Common</u>	<u>25.3.10</u>
	and	All of <u>Good</u> quality.		<u>Kedge</u>	<u>24.0.11</u>

Her Standing and Running Rigging Good sufficient in size and Good in quality.
 She has two 24 feet Long Boat and two 24 feet long Boats and 24 feet Gig
 The present state of the Windlass is new Capstan new and Rudder new Pumps new

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

- 1st. On the several parts of the frame, when in place, and before the plating was wrought Built under Special
 2nd. On the plating during the progress of rivetting Survey between the Sept. 28th Oct. 9. 1864.
 3rd. When the beams were in and fastened, and before the decks were laid Nov. 5. 10. 23. 30. Dec. 9. 14. 18. 1863
 4th. When the ship was complete, and before the plating was finally coated Jan. 30. Feb. 5. 11. 27. 28. 29. 3. 10. 15. 24
 5th. After the ship was launched Apr. 2. 25. May 5. 11. 18. 24. June 2. 15. 17. 29. July 4. 11. 21. 30. Aug. 5. 17. 22. 26. Sept. 5. 9. 15. 20. Oct. 5. 8. 26. 29. Nov. 2. 9. 11. 15. 1864

This vessel is built to the Old Room and Space of 18 mcs
 The Gunwale Plate and Hold Beam Stinger are in excess of the Rule. The Sheerstrake is extended 6 ins above the Gunwale Plate with Butt Straps to the same in one length; is fitted with a Full Loop and Forecastle and house on Deck for part of the crew
 Fore main & mizen masts of two plates 7 1/2 ins double overlap joints and tubto flush rivetted butts. Fore and main Topmasts of two 5 1/2
 Fore & main Gards and Fore & main Topsail Gards two plates 5 1/2
 The Diagonal two Plates on Beams are narrow as required by Rule, but increased 2 1/2 of an inch in thickness, as also Stinger Plate outside Hatchways

In what manner are the surfaces preserved from oxidation? Flat of Bottom coated with Portland Cement, rest of Frames and plating with red lead

I am of opinion this Vessel should be classed A. 1
 The amount of the Fee£ 5 : : : is received by me,
Nov 1864 Special£ 49. 16 : :
 Certificate (if required)£ gratis

Committee's Minute 18th November 1864
 Character assigned A. 1

S. J. Darling
 I concur in the above recommendation
Nov 1864

