

6763
IRON SHIPS.

No. 2903 Survey held at Glasgow Date 23rd December Rec'd 24/12/60
 on the Ship "Dunfilan" Master Gamble 1808
 Tonnage under tonnage deck 841.32
 Ditto of poop raised Quay or spar deck 30.00
 Datto of house and forecastle 30.88
 Total Register tonnage 832.93
 Gross Tonnage

Built at Glasgow When built 1808 Launched 5th Decr. 1808

By whom built Aitken & Mansell Owners Wm. Ross

Port belonging to Glasgow Destined Voyage Australia

Surveyed while Building, Afloat, or in Dry Dock whilst building and afloat

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet. Inches.	Power of Engines	Horse.	Nº. of Decks
(Dimensions of Ship per Register, length 199.4 breadth 33.3 depth 20.3)								
<i>Inches in Ship. required per Rule. for 16ths. tons Scale.</i>								
Keel, if bar iron, depth and thickness	1 1/2 x 3	1 1/2 x 3	Plates in Garboard Strakes, breadth and thickness	30	12	30	12	16ths required per Rule.
" if plate iron, breadth and thickness	- - -	1 1/2 x 3	Ditto from Garboard to upper part of Bilges	90	90	90	90	
Stem, if bar iron, moulding and thickness	1 1/2 x 3	1 1/2 x 3	" from upper part of Bilge to a perpendicular height from upper side of Keel of 4/5ths the entire depth of Hold	90	90	90	90	
" if plate iron, breadth and thickness	- - -	- - -	" from 4/5ths depth of Hold to lower edge of Sheerstrake	90	90	90	90	
Stern-post, if bar iron, moulding and thickness	1 1/2 x 3	1 1/2 x 3	" Sheerstrake, breadth and thickness	30	50	30	50	
" " if plate iron, breadth and thickness	- - -	- - -	Butt Straps to outside plating, breadth and thickness	10.9	90	70	90	16ths required per Rule.
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	32	90	27 1/2	90	
Frames, Size of Angle Iron, single or double	4 1/2 x 3	4 1/2 x 3	Angle Iron on ditto	5x4	50	50	50	
Nº 1 1/2 or every frame	to the upper part of Gunwale	to the upper part of Gunwale	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	12	90	12	90	
Floors, depth and thickness of Floor Plate at mid line	22	90	Diagonal Tie Plates on ditto	12	90	12	90	
" Ditto ditto at Bilge Keelson	8	90	Planksheer, materials and scantlings	Bulwarks	Red pine	12	90	
" Size of Reversed Angle Iron, and No. 1 1/2 at top of Floor Plate	3 3	70	Waterway ditto ditto	15	Water	15	Water	
Beams, Deck (Nº.) double Angle Iron, Plate, Tee, or Bulb Iron	8	70	Flat of Upper Deck, thickness and material	4x5	C. Pine	3 1/2	90	
" double or single Angle Iron, on upper edge	3 3	70	" how fastened to Beams	4x5	Red pine	3 1/2	90	
" average space between centra	3 ft 0	0	Ceiling betwixt Decks and in Hold, thickness and material	6x2	Red pine	6x2	Red pine	
" Hold, or Lower Deck (Nº.) double Angle, Tee, Plate, or Bulb Iron	8	70	Clamps or Spirketting ditto	3x2	Red pine	3x2	Red pine	
" double or single Angle Iron, on upper edge	3 3	70	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	24	90	21	90	
" average space between centra	3 ft 0	0	Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	12	90	12	90	
Paddle, sided and moulded, thickness of Plate size of Angle Iron	" "	"	Stringers in Hold	5x4	50	5x4	50	
Engine	" "	"	Flat of Lower Deck, thickness and material	3x5	C. Pine	3x5	C. Pine	
Keelson, single or double plate, box, or intercostal	Intercostal		Main piece of Rudder, diameter at head	5 1/2	5 1/2	5 1/2	5 1/2	
" Size of Plates	26 1/2	90	" at heel	3	3	3	3	
" Size of Angle Irons	5 1/4	90	(Can the Rudder be unshipped afloat? Yes)					
" Side, single or double, plate, box, or intercostal	15	70	Bulkheads, Nº One Thickness of 90					
" Bilge (No. three at each Bilge) single, or double, plate, or box	5 1/4	90	" Height up upper deck					
Transoms, material and value, if none, in what manner compensated for			" how secured to the sides of the ship					
Knight-heads, and Hawse Timbers and frames			" size of vertical angle irons 3 1/2 and their distance apart 30					
The Frames extend in one length from middle line to Gunwale			" riveted through plates with (1/2 in.) rivets, about (1/2) apart					
The reverse angle irons on the floors extend in one length across the middle line from to the upper part of Hold Beam								
Stringer, A. C. on the frames								
Keelson, how are the various lengths of plates or angle irons connected? by lining pieces								
Plates, Garboard, double or riveted to keel, double or								
" Edges from Garboards to upper part of bilge, worked clencher, double or single riveted; with rivets (1/2 in.) diameter, averaging (1/2 ins.) apart			at upper edge, with rivets (1/2 in.) diameter, averaging (1/2 in.) apart					
" Butts from Keel to turn of bilge, worked carvel with butt straps (1/2 in. thick, double or single riveted; with rivets (1/2 in.) diameter, averaging (1/2 ins.) apart			Do the butt straps lap over and rivet through the lands of the stake below? No					
" Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single riveted; with rivets (1/2 in.) diameter, averaging (1/2 in.) apart			Do the butt straps lap over and rivet through the lands of the stake below? No					
" Edges of Sheerstrake, double or single riveted? At upper edge Single to Bulw. At lower edge Double								
" Butts from bilge to planksheers, worked carvel with butt straps (1/2 in. thick, double or single riveted; with rivets (1/2 in.) diameter, averaging (1/2 ins.) apart			Breadth of laps in double rivetting (5 1/2 in.) Breadth of laps in single rivetting (1/2 in.)					
Butt Straps of Keelsons, Stringer and Tie Plates, double or single riveted?			Double					
Planksheer, how secured to the plating of the sides			Explain by sketch					
Waterway, planksheer and to the Beams			from Bulwarks					
Deck Beams, how secured to the side? Welded knees riveted to frames			Gutter Waterway with low stanchions					
Hold or Lower Deck ditto	D	D						
Paddle								
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Hematite L. C. 2019			No. of breasthooks Five					
Manufacturer's name or trade mark			crutches Two					
We certify that the above is a correct description of the several particulars therein given.								
Builder's Signature Aitken & Mansell			Surveyor's Signature B. P. Parlin					
IRON 443-0229			Lloyd's Register Foundation					

W. C. H. 16²

6763 iron

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double riveted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? *Yes*

Do the edges of the carvel work and of the butts fay 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, butt straps, 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, 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.)

Tested by Mr. Read

CABLES, &c., tested at *Hastings*

She has SAILS.

No.
Fore Sails,
Fore Top Sails,
Fore Topmast
Stay Sails,
Main Sails,
Main Top Sails,
and

	No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tested to.
Chain	4762	4762	300	1 ¹⁰ / ₁₆	47 ¹ / ₂
Hempen Stream Cable	4787	4787	8 ¹ / ₂ fms July 10 th	10	
Hawser	Cham		90	7 ¹ / ₂	13 ³ / ₄
Towlines			90	8	
Warp			90	6	
All of <i>Good</i> quality.			90	5	

Tested by Mr. Read

ANCHORS, tested at *Hastings*

	No. on Anchor seen by me.	No. and date on Certificate	Weight. Ex. Stock.	Tested to. Tons.
Bowers	3509	3509	25.2.23	25.7.2.0
	3566	3506	25.2.18	25.6.3.0
	3510	3510	22.1.24	22.14.3
Stream	1	22.5.6.10 th	10.2.8	✓
Kedges	2		5.1.4	✓
			2.3.0	✓

Her Standing and Running Rigging *Galo-Wire Hemp* sufficient in size and *Good* in quality.

She has *Two 26 feet life Boats* and *24 feet 34 feet* *Guineas 18 Gj*.

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

Order for Special Survey DATES of

No. *562* Surveys held

Date *July 28/68* while building

Order for Ordinary Survey

No. *✓* as per

Date *✓* Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought

2nd. On the plating during the progress of rivetting *Built under special survey*

3rd. When the beams were in and fastened, and before the decks were laid *from the 27th July 1868*

4th. When the ship was complete, and before the plating was finally coated *to the 25th Decr 1868*

5th. After the ship was launched *25 months*

State if she has a Spar Deck *No. Raised P^o D^o or Forecastle* *Yes*

General Remarks,

Fitted with an intermediate Intercostal Hullson 15. 9^{ft}
with two Angle Bars at tops of Floors 5x4x76 extending fore and aft. *The Plating of all side frames shift; the Butt Straps of Sheerstrake in one length and triple Riveted; Shanties to each Hold Beam 5¹/₂ ins.*

For Main, Mizzen and Bowsprit of iron, each of four Plates excepting Mizzen of three 76. 96 thick, lands double clinched and butts triple carvel riveted, the two inner plates at the Wedging are doubled. For and Main Yards, For and Main lower Crossail Yards & Cross-jack Yard each of ten plates, iron, 76. 96 thick lands single clincher and butts double carvel riveted.

In what manner are the surfaces preserved from oxidation? Inside *Flat of bottom with Portland Cement*
 Ditto *ditto* Outside *Red Lead and Patent Paint*

I am of opinion this Vessel should be Classed *A 1*

The amount of the Fee £ 5 : : : is received by me,

Decr *18/68* Special £ 42: 15: :

Certificate (*M* required) £ 5: 10: :

Committee's Minute *29th Decr 1868*

Character assigned *A 1*

B. C. Darling.

This Sailing Ship built of iron appears eligible for classification as recommended above.

© 2019 Lloyd's Register Foundation