

No. 17 Survey held at Lunderland Date June 19th 1857
 on the Ship "Duncan Dunbar" Master H. Neathy
 Tonnage Old Built at Lunderland When built 1857 Launched 25th May
 By whom built James Laing Owners Duncan Dunbar
 Part belonging to London Destined Voyage London
 If Surveyed while Building, Afloat, or in Dry Dock during Building

| Length aloft | | Extreme Breadth Outside | | | | Depth of Hold | |
|--------------|--------|-------------------------|--------|------|--------|---------------|--------|
| Feet | Inches | Feet | Inches | Feet | Inches | Feet | Inches |
| 29 | 9 | 36 | 3 | 23 | | | |

| Scantlings of Timber. | SIZED. | | MOULDED. | | Outside. | THICKNESS OF PLANK. | | Inside. | THICKNESS OF PLANK. | |
|------------------------------|-----------------|--------------------|-----------------|--------------------|-------------------|---------------------|--------------------|---------|---------------------|--------------------|
| | Inches In Ship. | Required per Rule. | Inches In Ship. | Required per Rule. | | In Ship. | Required per Rule. | | In Ship. | Required per Rule. |
| TIMBER AND SPACE | 3 3/4 | 3 3/4 | | | Garboard Strakes | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | |
| Floors | 1 1/2 | 1 1/2 | 1 1/4 | 1 1/4 | Garboard to Bilge | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | |
| 1st Foothooks | 1 1/2 | 1 1/2 | 1 1/4 | 1 1/4 | Bilge Planks | 6 | 1 1/2 | 6 1/2 | 6 1/2 | |
| 2nd Ditto | 1 3/4 | 1 3/4 | 1 3/4 | 1 3/4 | Bilge to Wales | 5 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | |
| 3rd Ditto | 1 2 1/4 | 1 2 1/4 | 1 2 1/4 | 1 2 1/4 | Wales | 6 3/4 | 6 1/2 | 6 | 5 | |
| Top Timbers | 1 1/2 | 1 1/2 | 1 1/4 | 1 1/4 | Topsides | 6 3/4 | 5 | 3 | 3 | |
| Deck Beams, length amidships | 32 feet | | | | Sheer Strakes | 6 | 5 | 1 1/2 | 1 1/2 | |
| Hold Beams, length amidships | 33 feet | | | | Plank Sheers | 5 | 1 1/2 | 15 x 12 | 1 1/2 | |
| Keel | 16 1/2 | 16 1/2 | 16 | 16 | Water-Ways | 15 x 15 | 8 1/2 x 8 1/2 | | | |
| Scarphs of Ditto | 2 feet | | | | Upper Deck | 1 1/2 | 1 1/2 | | | |
| Keelsons | 1 1/2 | 1 1/2 | 1 1/4 | 1 1/4 | Lower Deck | 15 x 15 | 1 1/2 x 1 1/2 | | | |
| Scarphs of Ditto | 2 feet | | | | | | | | | |

Onlop Beams Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.
 10' 8" 1 1/2 x 1 1/2 x 12 8

| | Copper or Iron in Ship. | Inches required per Rule. | | Copper or Iron in Ship. | Inches required per Rule. |
|---|-------------------------|---------------------------|--|-------------------------|---------------------------|
| Heel-Knee, and Deadwood abaft | 1 1/2 | 1 1/2 | Transoms and throats of Hooks | 1 3/8 | 1 3/8 |
| Scarphs of Keel | 1 1/2 | 1 1/2 | Arms of Hooks | 1 1/2 | 1 1/2 |
| Keelson Bolts through Keel at each Floor | 1 3/8 | 1 3/8 | Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors | 1 | 1 |
| Bolts through Heels of Timbers against Deadwood | 1 | 1 | Butt End Bolts | 1 3/8 | 1 3/8 |
| | | | Pintles of the Rudder | 3 1/2 | 3 1/2 |

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.
 The Floors consist of English Oak The First Foothooks of English Oak Timber.
 The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak
 The Shifts of the First and Second Foothooks are not less than 5 feet 2 in N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are sufficient

The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is square and sound
 The ~~strake~~ Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.
 The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is cross chocked with a Butt at each end of the chock. The Main piece of Rudder is English Oak
 The Main Keelson is C. F. Teak and — free from all defects. The Main piece of Windlass is Eng^d Oak
 The Stem, and Stern Post, consist of English Oak 2 feet The Transoms, Aprons, Knight Heads, and Hawse Timbers of English Oak Deadwood, of C. F. Teak and are — free from all defects.
 The Deck and Hold Beams consist of C. F. Teak The Breasthooks of Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is American Elm
 or to the First Foothook Heads }
 From the above named Height to the Light Water Mark German Oak C. F. Teak
 From the Light Water Mark to the Wales C. F. Teak
 The Wales and Black-strakes are C. F. Teak The Topsides C. F. Teak
 The Sheer-strakes and Plank-sheers C. F. Teak The Water-ways { Upper Deck C. F. Teak
 Lower Deck C. F. Teak

The Deck C. F. Teak, lower Red Pine State of _____
 The Shifts of the Planking are not less than 6 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 to between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are C. F. Teak
 The Ceiling, Lower Hold, and between Decks C. F. Teak Shelf Pieces and Clamps C. F. Teak

Fastenings.—To Hold Beams Shelf and Waterway, two lodging knees to each Beam, 31 pairs of iron hanging knees, 5 pairs worked as Riders, and 11 pairs of Riders worked from hold Beams Clamp to Bilge
 Deck Beams Shelf and Waterway, two lodging knees to each Beam and 36 pairs of iron hanging knees
 Number of Breasthooks 7 of iron Pinners Crutches and Straps, 7 of iron
 Butts End Bolts are of Copper in the Bottom, and 2 Bolt in each Butt End through and clenched.
 Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng^d Oak How Made Circular
 Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Superior

We certify that the above is a correct description of the several particulars therein given
 Builder's Signature James Laing Surveyor's Signature A. Darling

510933 - 0210

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

| She has SAILS, | | CABLES, &c. | | ANCHORS, and their weights. | |
|----------------------|-----------------------------|---------------------|-----------|-----------------------------|----------|
| N ^o . | | Fathoms. | Inches. | N ^o . | Weight. |
| A full suit of sails | Fore Sails, | Chain | 300 1 1/2 | Bower, <u>Rogers patent</u> | 3 50.0.0 |
| | Fore Top Sails, | Hempen Stream Cable | 80 9 1/2 | | 40.0.16 |
| | Fore Topmast Stay Sails, | Hawser <u>Chain</u> | 75 1 1/2 | Stream, | 1 8.3.7 |
| | Main Sails, | Towlines | 80 7 | | |
| | Main Top Sails, | Warp | 80 6 | Kedge, | 1 5.3.16 |
| and | All of <u>Good</u> quality. | | | | |

Her Standing and Running Rigging is of Hemp sufficient in size and Good in quality.

She has 1 Long Boat and two others

The present state of the Windlass is New Capstan New Rudder New Pumps 2 of Metal

General Remarks and Statement and Date of Repairs, if any.

| | | |
|--|---|----------------------------------|
| DATES of Surveys held while building, as per Section 35. | 1st. When the Frame is completed | <u>June 23rd 1856</u> |
| | 2nd. When the Beams are put in, &c. | <u>December 1856</u> |
| | 3rd. { When completed, and before the plank be painted or payed } | <u>April 1857</u> |

This vessel is fitted with 11 pairs of Diagonal Riders in each Body on the outside, and 10 on in each Body on the inside. The Plates 5 in broad 5/8 in thick.

The vessel is fastened with Copper to the entire exclusion of iron, inclusive of the Heels of the East Timbers and flat of Copper Deck

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 13.A.1

The Amount of the Fee.....£ 5 : 0 : 0 is received by me, A. Walling

Order No 526 Special£ 68 : 14 : 0

ANC Certificate£ : : :

Committee's Minute 30 June 1857

Character assigned A 1 for 13 Years

