

No. 933 Survey held at Lunderland Date June 17 1857  
on the Ship "Duncan Dunbar" Master H. Neathy  
Tonnage Old Built at Lunderland When built 1857 Launched 25 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		Feet.	Inches.	Extreme Breadth Outside		Feet.	Inches.	Depth of Hold		Feet.	Inches.
		22	9			3	3			2	3
Scantlings of Timber.				Outside.				Thickness of Plank.			
		SIDED.		MOULDED.		Inches.		Inches.		Inches.	
		Inches.	Required	Inches.	Required	In Ship.	Required	In Ship.	Required	In Ship.	Required
		In Ship.	as pr Rule	In Ship.	as pr Rule		per Rule.		per Rule.		per Rule.
TIMBER AND SPACE		3 3/4	3 3/4	"	"	"	"	Garboard Strakes	15	4 1/2	"
Floors		15 1/2	15 1/2	15 1/2	14 1/2	15 1/2	14 1/2	Garboard to Bilge	4 1/2	4 1/2	"
1st Foothooks		1 1/2	1 1/2	1 1/2	"	1 1/2	"	Bilge Planks	6	4 1/2	"
2nd Ditto		1 3/4	1 3/4	1 3/4	"	1 3/4	"	Bilge to Wales	5 1/2	4 1/2	"
3rd Ditto		1 2 1/2	1 2 1/2	"	2 1/4	"	2 1/2	Wales	6 3/4	6 1/2	"
Top Timbers		1 1 1/4	1 1 1/4	"	1 3/4	"	1 3/2	Topsides	6 3/4	5	"
Deck Beams		N° 32	Average Space	4 ft 9	1 1 1/4	9 1/4	1 1 1/2	9	9 3/4	8 1/2	"
Deck Beams, length amidships		32 feet	"	"	"	"	"	Sheer Strakes	6	5	"
Hold Beams		N° 36	Average Space	4 ft 6	1 1 1/4	13 1/4	1 1 1/4	11 1/2	13 1/4	11 1/2	"
Hold Beams, length amidships		32 feet	"	"	"	"	"	Plank Sheers	5	4	"
Keel		16 1/2	16 1/2	18	"	16 1/2	"	Water-Upper Deck	15 1/2	15	8 1/2 x 8 1/2
Scarphs of Ditto		8 feet	"	"	"	"	"	Ways-Lower Deck	15 1/2	15 1/2	11 1/2
Keelsons		1 1 1/4	1 1 1/4	1 1 1/4	"	1 1 1/4	"	Upper Deck	4	4	"
Scarphs of Ditto		8 feet	"	"	"	8 feet	"				
Onlop Beams Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.											
10 1/2. 14 x 14 x 12 8		Copper or Brass	Inches required	Copper or Brass	Inches required	Copper or Brass	Inches required	A through Bolt in each ribbed			
		Inches in Ship.	per Rule	Inches in Ship.	per Rule	Inches in Ship.	per Rule	Waterway			
Heel-Knee, and Deadwood abaft		1 1/2	1 1/2			1 3/8	1 3/8	Hold Beam Bolts in			
Scarphs of Keel		1 1/2	1 1/2			1 1/2	1 1/2	Knees			
Keelson Bolts through Keel at each Floor		1 3/8	1 3/8			1	1	Shelf or Clamp			
Bolts through Heels of Timbers against Deadwood		1	1			1 8 1/2	1 8 1/2	Waterway			
						3 1/2	3 1/2	Knees			
								Shelf or Clamp			
								Deck Beam Bolts in			
								Nails or Bolts in Flat of Deck			
								Treenails			

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 alternate 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 13 1/4 of the entire moulding at that place.

The Frame is cross choiced with a Butt at each end of the choick. 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. 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

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 Decks C. F. Teak lower W. 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 Iron lodging knees to each

Beam, 31 pairs of Iron hanging knees, 5 pairs worked as Riders

and 11 pairs of Riders worked Iron hold Beam Clamp to Bilge

Deck Beams Shelf and Waterway Iron lodging knees to each Beam

and 36 pairs of Iron hanging knees

Number of Breasthooks 7 of Iron 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. Oak How Made Circular

Thickstuff over Double Floors laid 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



933  
Her Masts, Yards, &c. are in Good condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N <sup>o</sup> .			Fathoms.	Inches.		N <sup>o</sup> .	Weight.
	Fore Sails,	Chain .....	300	1 1/2	Bower, .....	3	50.0.0
	Fore Top Sails,	Hempen Stream Cable .....	80	9/2			40.0.16
	Fore Topmast Stay Sails,	Hawser .....	15	1 1/2	Stream, .....	1	8.3.7
	Main Sails,	Towlines .....	80	1			
	Main Top Sails,	Warp .....	80	6	Kedge, .....	1	5.3.16
	and	All of <u>Good</u> quality.		5 1/2			

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 June 23<sup>rd</sup> 1856  
2nd. When the Beams are put in, &c. December 1856  
3rd. { When completed, and before the plank be painted or payed } April 1857

*This vessel is fitted with 11 pairs of Diagonal Ridders in each Body on the outside. and 10 W<sup>ts</sup> in each Body on the inside. The Plates 5 in broad open thick.*

*The vessel is fasten'd with Copper to the entire exclusion of iron. inclusive of the Heels of the Cant 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,

Order No 526 Special .....£ 68 : 14 : 0

Certificate ....£ : :

Committee's Minute 30 June 1857

Character assigned A 1 for 13 Years



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