

No. 324 Survey held at Hayston N.B. Date July 1857
on the New Ship "Dumfries" Master John
Tonnage Old Built at St John N.B. When built 1857 Launched July 1857
By whom built W Lachlan & Haekhouse Owners W Lachlan & Haekhouse
Port belonging to Liverpool & Co Destined Voyage Liverpool & Co
If Surveyed while Building, Afloat, or in Dry Dock While building

Length aloft			Extreme Breadth Outside			Depth of Hold		
Feet.	Inches.		Feet.	Inches.		Feet.	Inches.	
52	1/2		55	3/4		20	8	7/10
Thickness of Plank.								
Scantlings of Timber.			Outside.			Inside.		
Timber and Space	Sided.	Moulded.	Garboard Strakes	In Ship.	Required per Rule.	Limber Strakes	In Ship.	Required per Rule.
Floors	18x14	14 1/2	Garboard to Bilge	4 1/2 x 5 1/2	4 1/4	Bilge Planks	6 x 5 1/4	5
1st Foothooks	12x14	13	Bilge Planks	4 1/4	4 1/4	Ceiling in Flat	5 1/4	5 1/2
2nd Ditto	12x13	12	Bilge to Wales	4 1/4 x 5 1/2	4 1/4	Ditto Bilge to Clamp	4	5 1/2
3rd Ditto	10x12	11	Wales	5 1/2	5 1/2	Hold Beam Clamps	7 1/4	4 1/4
Top Timbers	10x12	11	Topsides	5 1/2	4 1/4	Deck Beam Ditto	6 1/2	3 1/2
Deck } No. 29 Average Space	4 feet 6 inches	10	Sheer Strakes	5 1/2	4 1/4	Ceiling 'twixt Decks	5	2 3/4
Beams } No. 24 Average Space	4 feet 4 inches	12	Plank Sheers	5	4	Hold Beam Shelves	3 1/2	4 1/4
Deck Beams, length amidships	32 feet 6 inches		Water-Upper Deck	14 x 9	9	Deck Beam Ditto	5 1/2	5 1/2
Hold } No. 24 Average Space	4 feet 4 inches	12	Ways Lower Deck	11 x 12				
Beams } No. 24 Average Space	4 feet 4 inches	12						
Hold Beams, length amidships	32 feet 6 inches							
Keel (No. 24) Average Space	4 feet 4 inches	12						
Keel (No. 24) Average Space	4 feet 4 inches	12						
Scarp of Ditto	6 feet 6 inches							
Keelsons (No. 24) Average Space	4 feet 4 inches	12						
Scarp of Ditto	6 feet 6 inches							

Size of Bolts in Fastenings, distinguishing whether Copper or Iron, also of Treenails.

Heel-Knee, and Deadwood abaft			Transoms and throats of Hooks			Hold Beam Bolts in		
Copper or Iron.	Inches in Ship.	Inches required per Rule.	Copper or Iron.	Inches in Ship.	Inches required per Rule.	Copper or Iron.	Inches in Ship.	Inches required per Rule.
Scarp of Keel	1 1/2	1 3/4	Arms of Hooks	1 1/4	1 1/4	Knees	1 1/2	1 1/2
Keelson Bolts through Keel at each Floor	1 1/4	1 1/4	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1 1/4	1 1/4	Shelf or Clamp	1 1/2	1 1/2
Bolts through Heels of Timbers against Deadwood	1 1/4	1 1/4	Butt End Bolts	1 1/4	1 1/4	Waterway	1 1/2	1 1/2
			Pintles of the Rudder	1 1/4	1 1/4	Knees	1 1/2	1 1/2
						Shelf or Clamp	1 1/2	1 1/2
						Nails or Bolts in Flat of Deck	1 1/2	1 1/2
						Treenails	1 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 3 1/4 Inches.

The Floors consist of 1/2 Birch Amidships Samarac The First Foothooks of Samarac

The Second Foothooks of Samarac The Third Foothooks and Top Timbers of Samarac

The Shifts of the First and Second Foothooks are not less than 5 feet. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 5 feet.

The Frame is square from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is square a generally so.

The alternate Frames are unbolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place. (and in most cases full moulded.)

The Frame is chocked with butt at each end of the chock. The Main piece of Rudder is oak.

The Main Keelson is oak and free from all defects. The Main piece of Windlass is oak.

The Stem, and Stern Post, consist of oak and Samarac. The Transoms, Aprons, Knight Heads, and Hawse Timbers of Samarac Deadwood, of Samarac and are free from all defects.

The Deck and Hold Beams consist of oak and Samarac The Breasthooks of Samarac The Knees of Samarac

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is oak and Samarac.

From the above named Height to the Light Water Mark oak and Samarac.

From the Light Water Mark to the Wales oak and Samarac.

The Wales and Black-strakes are oak and Samarac. The Topsides oak and Samarac.

The Sheer-strakes and Plank-sheers oak and Samarac. The Water-ways { Upper Deck oak and Samarac Lower Deck oak and Samarac.

The Decks oak and Samarac. State of Good Order.

The Shifts of the Planking are not less than 5 Feet 0 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 square between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are oak and Samarac.

The Ceiling, Lower Hold, and between Decks oak and Samarac Shelf Pieces and Clamps oak and Samarac.

Fastenings.—To Hold Beams oak and Samarac Sided 3 inches, and bolted with 1/16 iron bolts.

Deck Beams oak and Samarac Sided 7 inches and bolted with 1/8 iron bolts.

Number of Breasthooks Six Pointers Two Pairs Crutches Seven

Butts End Bolts are of iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes oak and Samarac bolted through and clenched. Treenails of oak and Samarac How Made oak and Samarac.

Thickstuff over Double Floors oak and Samarac bolted through and clenched. General Quality of Workmanship Very Good.

We certify that the above is a correct description of the several particulars therein given

Builder's Signature W Lachlan & Haekhouse Surveyor's Signature W Lachlan & Haekhouse

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

Lower Masts, Lower Yard, Topmast
and Jib Boom of the line.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N^o.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

and

Chain

Hempen Stream Cable

Hawser

Towlines

Warp

All of Good quality.

Fathoms.

Inches.

Bower,

Stream,

Kedge,

N^o.

Weight.

Her Standing and Running Rigging

sufficient in size and

in quality.

She has Three Decks Long Boat

and Two Pinnaces

The present state of the Windlass is Good

Capstan Good

Rudder Good

Pumps Five of Iron

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

2nd. When the Beams are put in, &c.

3rd. { When completed, and before the
plank be painted or payed }

The Frame of this vessel is well
and substantially put together with Double Keels, is also
so constructed as to dispense with the Outside or Back
Sticks upon Keelstrakes. and the greater number of
the Keelstrakes, are full moulded at their Heads and Heels.

She is Yellow Metal fastened in the Centre
lines, and in Planking up Engstroms, feet Amidships.

Waterways with the Planking throughout, are well
worked, and secured as prescribed by the Regulations.

Ironails are also well stivered, having a good
proportion of Lead, which go through all,

Mast and Spars are well made, and from
the best materials, and consider her Edible when
Keel and Rudder with her to Caps J. A.

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

J. A.

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

Special£ 45 : 19 : 0

Certificate£ : : :

Committee's Minute

10 November 1857

Character assigned

1 for 7 years