

No. 832 Survey held at Glasgow Date 21st March 1840
 on the MS Ship Sydney Master John Fother
 Tonnage 310.0.0 Built at Glasgow When built 21 March 1840
 By whom built Robert Barclay & Co Owners _____
 Port belonging to Glasgow Destined Voyage Clyde to Sydney
 If Surveyed Afloat or in Dry Dock in Sheds

832
 [Signature]

Length aloft	Fect. Inches. 110 50		Extreme Breadth	Fect. Inches. 23 2		Depth of Hold	Fect. Inches. 4 30		
Scantlings of Timber.				Thickness of Plank.					
Timber and Space	each	Inches.	Moulded	Inches. Middle	Inches. Ends	Outside.		Inside.	
Floors	sided	12	13			Keel to Bilge	3	Foot Waling	4
1 st Foothooks	"	11	"	10 1/2	"	Bilge Planks	5	Bilge Planks	4
2 nd Ditto	"	11	"	9	"	Bilge to Wales	3	Ceiling in Flat	3
3 rd Ditto	"	9	"	4 1/2	"	Wales	1 1/2	Ditto Bilge to Clamp	3
Top Timbers	"	8 1/2	"	8	"	Topsides	3	Hold Beam Clamps	4
Deck Beams	N ^o . of 21	10	"	10	"	Sheer Strakes	3 1/2	Deck Beam Ditto	3 1/2
Hold Beams	N ^o . of 13	12	"	12	"	Plank Sheers	3	Ceiling 'twixt Decks	3 1/2
Keel	"	12	"	14 1/2	"	Water-Ways	4	Hold Beam Shelves	12
Kelsons	"	12	"	14 1/2	"	Upper Deck	3	Deck Beam Ditto	12
Copper.				Size of Bolts in Fastenings.					
Heel-Knee, and Dead Wood abaft	4 1/8		Inches.		Copper.		Inches.		
Scarphs of Keel	N ^o .		Bolts thro' the Bilge and Foot Waling		3 1/2		Hold Beam		
Floor Timber Bolts	1 1/2		Butt End Bolts		5 1/2		Deck Beam		
Kelson ditto	1 1/2		Lower Pintle of the Rudder		3 1/2		same in Iron above the Copper		
Transoms and throats of Hooks	1 1/2								
Arms of Hooks	1 1/2								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 Inches. The Space between the Top-timbers is 2 to 4 1/2 Inches. The Stem, Stern Post, are composed of American oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of American White oak and are free from all defects. The Floors and first Foothooks are composed of British & American oak Timber. The other Foothooks and Top Timbers of British oak. The Shifts of the first and second Foothooks are not less than 2 1/2 to 3 1/2 N.B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good. The Frame is all well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is all very well squared. The alternate Frames are all bolted together. N.B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than 1/2 of the entire moulding at that place. The Frame is well chocked with 1 Butt at each end of the chock. all well chocked and scarphed. The Main Kelson is composed of American oak and the False Kelson of American oak. The Scarphs of the Kelsons are not less than 1 1/2 feet 12 inches. The Deck and Hold Beams are composed of British & American oak.

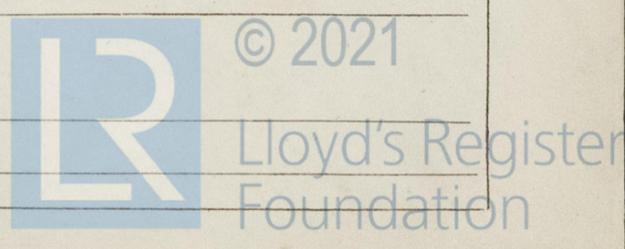
Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Oak. From the first Foothook Heads to the Light Water Mark of American White oak. From the Light Water Mark to the Wales of American White oak. The Wales and Black-strakes are of American White oak. The Topsides of Yellow Pine. The Sheer-strakes and Plank-sheers of American White oak. The Water-ways of Red Pine (American oak). The Decks of Yellow Pine State of One. The Shifts of the Planking are not less than 5 1/2 Feet 12 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 three between

Planking Inside.—The Limber-strakes are composed of American oak the Bilge Planks of American oak. The Ceiling, Lower Hold, of American White oak Between Decks of Yellow Pine. Shelf Pieces of American oak Clamps of American oak.

Fastenings.—To Hold Beams Iron bolting in Chocks in Square beds double bolting British oak Iron in both beds with straps above and below beams. Deck Beams Iron bolting in Chocks in Square beds double bolting British oak Iron in both beds with straps above and below beams. Number of Breasthooks five Pointers two Crutches one. Butts End Bolts are of Iron in the Bottom, and 4 Bolt in each Butt End through and clenched. Bilge and Footwaling Iron bolted through and clenched. General Quality of Workmanship very good.

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name _____
 Surveyor's Name John R. Currie



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 .
2	Fore Sails,	200	Chain	1 3/8	3
2	Fore Top Sails,	80	Hempen Stream Cable	8 1/2	1
2	Fore Topmast Stay Sails,	80	Hawser	6	1
1	Main Sails,	80	Towlines	1 1/2	
2	Main Top Sails,	60	Warp	1 1/2	
and <u>will found in other lists</u>		All of <u>good</u> quality.			

Her Standing and Running Rigging all new sufficient in size and good in quality.

She has 1 Long Boat and Sally Boat

The present state of the Windlass is good with Capstan good and Rudder good

Howland's patent pump

Stow lead pumps good

General Remarks—Statement and Date of Repairs.

Laid on in April 1838 and Launched 20th March 1839, Surveyed at the above prescribed periods, and other times especially while running. Spars all Scotch and Irish oak of very good quality, well seasoned, and very well squared. Shirts of timbers good, built wholly in Spars, all Crofs & blocked at Pilger, and also about, or timbers there, scathed. Planking and decking as on other ships, very well wrought, and shifted, three between, through haul, with only one exception, and three between, and the Keel not on beam timber, number of Beams and fastenings as described, Pilger, Butt, and foot railing, Copper bolted through and clinched on rings, Kilson bolts through each floor, and clinched on rings on Main Deck. Two Keels or Timbers aft, of British oak, and an Iron Keel there, and the Wing and Keel Transoms, are diagonally Iron. Raced to the sides. She is well finished, and the Workmanship throughout, very good; Her stores, and furnishings are very complete, and of the best description. Special Survey Spec 25 Nov. Paid

If Sheathed, Doubled, Felted, or Coppered Sheathed with Pine from masts When last done to about 4 feet from masts up to some

I am of opinion this Vessel should be Classed 10 A range forward and aft; and Keel and Capstern 16 1/2 feet forward and 12 1/2 feet aft.

The Amount of the Fee.....£ 4 : 4 : } is received by me,
Special£ 15 : 10 : }

£ 19 : 14 /

J. M. P. Cummins

Committee's Minute 1st May 1840

Character assigned A 1 for 10 years

