

No. 832 Survey held at Glasgow Date 21st March 1840
on the 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

Length aloft	Feet. 110	Inches. 0	Extreme Breadth	Feet. 23	Inches. 0	Depth of Hold	Feet. 4	Inches. 0
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	Inches. 13	Moulded	Inches. 13	Outside.	Inches. 3	Inside.	Inches. 4
Floors	sided	12			Keel to Bilge	3	Foot Waling	4
1 st Foothooks	"	11	"	10 1/2	Bilge Planks	5	Bilge Planks	4
2 nd Ditto	"	10	"	9	Bilge to Wales	3	Ceiling in Flat	3
3 rd Ditto	"	9	"	7 1/2	Wales	1 1/2	Ditto Bilge to Clamp	3
Top Timbers	"	8 1/2	"	6	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.			Iron.		
Heel-Knee, and Dead Wood abaft	Inches. 4 1/8		Bolts thro' the Bilge and Foot Waling	Inches. 3 1/8		Hold Beam	Inches. 1	
Scarphs of Keel	N ^o . 5		Butt End Bolts	Inches. 5		Deck Beam	Inches. 1 1/2	
Floor Timber Bolts	Inches. 1 1/8		Lower Pintle of the Rudder	Inches. 3 1/8		same in Iron above the Copper		
Kelson ditto	Inches. 1 1/8							
Transoms and throats of Hooks	Inches. 1 1/8							
Arms of Hooks	Inches. 1 1/8							

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 ft. 10 in. to 4 ft. 3 in. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are part. 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 a Butt at each end of the chock. all well chocked and squared. 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 inches. The Deck and Hold Beams are composed of British & American oak Plank.

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 560 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 three between

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

Fastenings.—To Hold Beams Iron bolting Bars in Chocks in Square holes double bolting British oak Bars in Knot holes with Clamps & 12 diagonal iron clamps Bars. Deck Beams Iron bolting Bars in Chocks in Square holes double bolting British oak Bars in Knot holes with Clamps & 12 diagonal iron clamps Bars. Number of Breasthooks five below and one above the Pointers Two Crutches one each side. 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. Cunningham



© 2021

Lloyd's Register Foundation

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 parts</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 1 Boat

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

Howe's patent pump

Steam lead pump good

General Remarks—Statement and Date of Repairs.

Laid on in April 1838 and Launched 20th March 1839, Surveyed at the three prescribed periods, and other times. Specially while repairing. Spars all Scotch and Irish oak of very good quality, well seasoned, and very well squared. Shirts of timbers good, those wholly in Spars, all knots blocked at 12 Rigs, and also about, or timbers thereof, scarfed. Planking and Bunting as on other ships, very well wrought, and shifted, three between, throughout, with only one exception, and this is three between, and the fourth not on beam timber, number of beams and fastenings as described, Rigs, Butt, and fastenings, Copper bolted through and clinched on rings, Nelson bolts through each floor, and clinched on rings on Main Deck. Two Riders or Punters aft, of British oak, and an Iron brutch there, and the Wing and Rider 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. Official Survey Spec 55. Not Paid

If Sheathed, Doubled, Felted, or Coppered Sheathed with Pine from masts

When last done to about 10 feet from masts

I am of opinion this Vessel should be Classed 10 A

range forward and aft; and Keel over 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 : }

Committee's Minute

1st May 1840

Character assigned A 1 for 10 years

J. M. R. Cummins



© 2021

Lloyd's Register
Foundation