

No. 2685 Survey held at Gloucester Date 12th January 1864
on the Three Mast Schooner "Sybrius" Master John Reynolds
Tonnage Old Built at Gloucester When built 1863 Launched 9th September 1863.
By whom built Miller & Son Owners Victor Laverriere & Co
Port belonging to Marseilles Destined Voyage Gloucester to Brest, thence to Bombay
If Surveyed while Building, Afloat, or in Dry Dock while building

Length aloft	95	2	Extreme Breadth Outside				24	6	Depth of Hold				12	7	
Feet.		Inches.		Feet.		Inches.		Feet.		Inches.		Feet.		Inches.	
Sided.		Moulded.		Sided.		Moulded.		In Ship.		Required per Rule.		In Ship.		Required per Rule.	
Middle.		Ends.		Middle.		Ends.		In Ship.		Required per Rule.		In Ship.		Required per Rule.	
Scantlings of Timber.				Outside.				Thickness of Plank.				Inside.			
TIMBER AND SPACE				Garboard Strakes				Limber Strakes				Bilge Planks			
Floors				Garboard to Bilge				Ceiling in Flat				Ditto Bilge to Clamp			
1 st Foothooks				Bilge Planks				Deck Beam Clamps				Deck Beam Ditto			
2 nd Ditto				Bilge to Wales				Ceiling 'twixt Decks				Hold Beam Shelves			
3 rd Ditto				Wales				Deck Beam Ditto				Deck Beam Ditto			
Top Timbers				Topsides				Hold Beam Shelves				Deck Beam Ditto			
Deck Beams				Sheer Strakes				Hold Beam Shelves				Deck Beam Ditto			
Deck Beams, length amidships				Plank Sheers				Hold Beam Shelves				Deck Beam Ditto			
Hold Beams				Water-Upper Deck				Hold Beam Shelves				Deck Beam Ditto			
Hold Beams, length amidships				Ways-Lower Deck				Hold Beam Shelves				Deck Beam Ditto			
Keel				Ditto, faying surface against Timbers				Hold Beam Shelves				Deck Beam Ditto			
Scarp of Ditto				Upper Deck				Hold Beam Shelves				Deck Beam Ditto			
Keelsons				Upper Deck				Hold Beam Shelves				Deck Beam Ditto			
Scarp of Ditto				Upper Deck				Hold Beam Shelves				Deck Beam Ditto			
Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.				Upper Deck				Hold Beam Shelves				Deck Beam Ditto			
Heel-Knee, and Deadwood abaft				Upper Deck				Hold Beam Shelves				Deck Beam Ditto			
Scarp of Keel				Upper Deck				Hold Beam Shelves				Deck Beam Ditto			
Keelson Bolts through Keel at each Floor				Upper Deck				Hold Beam Shelves				Deck Beam Ditto			
Bolts through Heels of Timbers against Deadwood				Upper Deck				Hold Beam Shelves				Deck Beam Ditto			
Transoms and throats of Hooks				Upper Deck				Hold Beam Shelves				Deck Beam Ditto			
Arms of Hooks				Upper Deck				Hold Beam Shelves				Deck Beam Ditto			
Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors				Upper Deck				Hold Beam Shelves				Deck Beam Ditto			
Butt End Bolts				Upper Deck				Hold Beam Shelves				Deck Beam Ditto			
Pintles of the Rudder				Upper Deck				Hold Beam Shelves				Deck Beam Ditto			
Waterway				Upper Deck				Hold Beam Shelves				Deck Beam Ditto			
Knees				Upper Deck				Hold Beam Shelves				Deck Beam Ditto			
Shelf or Clamp				Upper Deck				Hold Beam Shelves				Deck Beam Ditto			
Waterway				Upper Deck				Hold Beam Shelves				Deck Beam Ditto			
Knees				Upper Deck				Hold Beam Shelves				Deck Beam Ditto			
Shelf or Clamp				Upper Deck				Hold Beam Shelves				Deck Beam Ditto			
Nails or Bolts in Flat of Deck				Upper Deck				Hold Beam Shelves				Deck Beam Ditto			
Treenails				Upper Deck				Hold Beam Shelves				Deck Beam Ditto			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 26 3/4 Inches. The Space between the Top-Timbers is 36 1/2 Inches.

The Floors consist of Eng Carr The First Foothooks of Eng Carr

The Second Foothooks of Eng Carr The Third Foothooks and Top Timbers of Eng Carr

The Shifts of the First and Second Foothooks are not less than 4 feet 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 generally squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is squared

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 1/3 of the entire moulding at that place.

The Frame is well chocked with 2 Butt at each end of the chock. The Main piece of Rudder is Eng Carr

The Main Keelson is Dantye Carr and free from all defects. The Main piece of Windlass is Eng Carr

The Stem, and Stern Post, consist of Eng Carr The Transoms, Aprons, Knight Heads, and

Hawse Timbers of Eng Carr Deadwood, of Eng Carr and are free from all defects.

The Deck and Hold Beams consist of Eng Carr 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 Duke R. Elm & Red Pine

From the above named Height to the Light Water Mark Red Pine

From the Light Water Mark to the Wales Red Pine

The Wales and Black-strakes are Eng & Dantye Carr The Topsides Eng & Dantye Carr

The Sheer-strakes and Plank-sheers Eng & Dantye Carr The Water-ways { Upper Deck Eng Carr, Dantye Carr

The Decks Yellow Pine Lower Deck Sand Red Pine

State of good

The Shifts of the Planking are not less than 5 Feet 1 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 not less than 3 between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are Eng & Dantye Carr

The Ceiling, Lower Hold, and between Decks Dantye Carr & Red Pine Shelf Pieces and Clamps Red Pine

Fastenings.—To Hold Beams

Deck Beams Lodging Nuts in most spaces, and pair of Hanging Nuts to each beam, 6 pairs extending down to Bilges

Number of Breasthooks three Pointers two Crutches two

Butts End Bolts are of Yellow Metal in the Bottom, and two Bolt in each Butt End through and clenched.

Bilge and Limber Strakes Y. Metal bolted through and clenched. Treenails of Eng Carr How Made Turned

Thickstuff over Double Floors bolted through and clenched General Quality of Workmanship Good

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

Builder's Signature Miller & son Surveyor's Signature Thomas Congdon

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.
	Fore Sails,	Chain	180	1	Bower,	2	10. 1. 16
	Fore Top Sails,	Hempen Stream Cable	90	6			9. 2. 18
	Fore Topmast Stay Sails,	Hawser	90	5 1/2	Stream,	1	3. 0. 0
	Main Sails,	Towlines	75	5 1/2			
	Main Top Sails,	Warp	90	4	Kedge,	1	1. 2. 0
	and <u>spare sails</u>	All of <u>good</u> quality.					

Her Standing and Running Rigging Hemp sufficient in size and good in quality.

She has one Long Boat and one other good Boat

The present state of the Windlass is which Capstan and Rudder good Pumps two cast 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

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

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

Specially Surveyed

This vessel has been built under Special Survey. The frame, planking and fastenings are equal to the Rules. Ground tackle completed. Testing certificates produced for anchors tested to 12 Tons. and the Chains to 18 Tons. Yellow Metalled over felt from Keel to over lower part of Wales.

The Rules being carried out in frame, planking and fastenings, and Sect 46 complied with to the entire exclusion of Iron bolts. I am of opinion she may be classed A1 for 9 years

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metalled over felt When last done December 1863

I am of opinion this Vessel should be Classed A1

The Amount of the Fee.....£2 : : is received by me,

Special£8 : 18 :

* Certificate£ : :

Committee's Minute 16/22nd January 1864

Character assigned A1 for 9 years

Thomas Congdon



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X Mess Builders & Owners. Ship Builders, Gloucester