

142

No. 1370 Survey held at Glasgow Date, first Survey 23rd July 1857
on the Ship "Tyburnia" Master Fredrick Cote
Tonnage under Tonnage Deck
Ditto of Spar Deck, or Awning Deck
Ditto of Poop, or Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage
Crew Space, as per Rule
Register Tonnage, cut on Beam 961 74/100
Engine Room
Register Tonnage, as a Steamer, }
cut on the Beam }

Built at Glasgow When built 1857 Launched 9th July
By whom built A. Stephen & Sons Owners Somes Brothers
Port belonging to London Destined Voyage East Indies
If Surveyed while Building, Afloat, or in Dry Dock Building

Length as per section 89.....	Feet. 185 3/4	Inches.	Extreme Breadth Outside	Feet. 34 3/4	Inches.	Depth of Hold	Feet. 22	Inches.	Number of Decks	✓
Length of Keel										
Scantlings of Timber.										
TIMBER AND SPACE	33									
Floors	13 1/2	13 3/4	13	13 1/2						
1 st Foothooks	13 1/4	13	12	13 3/4						
2 nd Ditto	12 1/4	12 1/2	11	11 3/4						
3 rd Ditto	11 1/4	11 1/2	10	10 3/4						
Top Timbers	10	10	8	10						
Deck } N ^o 31 Average } 4 ft 8"	11	11	9	9 1/2	9 1/2	8				
Beams } Space }										
Deck Beams, length amidships	30	Feet								
Hold } N ^o 27 Average } 4 ft 5"	14	14	11 1/2	13 1/2	13 1/2	11 1/4				
Beams } Space }										
Hold Beams, length amidships	31 1/2	feet								
Keel	15 1/2	15 1/2		15 1/2						
Scarp of Ditto	7 1/2	feet								
Keelsons. Rider 16 1/2 x 12 in	16 1/2	16 1/2		16 1/4						
Scarp of Ditto	4	feet								
Outside Plank.										
Garboard Strakes	10 1/2	10 1/2								
Garboard to Bilge ..	5									
Bilge Planks	5	4 1/4								
Bilge to Wales	5									
Wales	6	5 3/4								
Topsides	5	4 1/2								
Sheer Strakes	5	4 1/2								
Plank Sheers	4 1/2	4								
Water } Upper Deck 14 x 8										
Ways } Lower Deck 13 x 9										
Ditto, faying surface against Timbers ...	12 x 7									
Upper Deck	3 1/2									
Inside Plank.										
Limber Strakes	✓									
Bilge Planks	6	5 1/4								
Ceiling in Flat	4	3 1/2								
Ditto Bilge to Clamp ..	4	3 1/2								
Hold Beam Clamps ..	5 1/2	4 1/2								
Deck Beam Ditto ..	5	3 1/2								
Ceiling 'twixt Decks ..	4	2 3/4								
Hold Beam Shelves ..	14 x 13 x 7									
Deck Beam Ditto ..	12 x 12 x 6									
Thick strakes at 2 nd foot heads	12 x 6									
Waterway ..	1 3/8									
Hold Beam } Knees	1 1/2 x 1 1/4									
Bolts in } Shelf or Clamp ..	1 3/8									
Deck Beam } Waterway ..	1 1/2									
Bolts in } Knees	1 1/2 x 1 1/8									
	Shelf or Clamp ..	1 1/8								
Nails or Bolts in Flat of Deck	3/8 yellow metal									
Treenails Inches	1 1/2 x 1 3/8									

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

Heel-Knee, & Deadw'd abaft	Copper or Y.M. in Ship	Iron in Ship	Inches required per Rule	Transoms and throats of Hooks	Copper or Y.M. in Ship	Iron in Ship	Inches required per Rule	Hold Beam	Copper or Y.M. in Ship	Iron in Ship	Inches required per Rule
Scarp of Keel, N ^o 8	1 3/8	1 3/8	1 3/8	Arms of Hooks	1 3/8	1 3/8	1 3/8	Bolts in	1 3/8	1 3/8	1 3/8
Keelson Bolts through Keel at each Floor	1 1/4	1 1/4	1 1/4	Thro' Bilge and Limber Strakes	1 3/8	1 3/8	1 3/8	Deck Beam	1 3/8	1 3/8	1 3/8
Bolts thro' Heels of Timbers against Deadwood	1	1	1	Thickstuff over Double Floors ..	1	1	1	Bolts in	1 1/8	1 1/8	1 1/8
Frame Bolts	1	1	1	Butt End Bolts	7/8	7/8	7/8	Nails or Bolts in Flat of Deck	3/8 yellow metal		
				Short Bolts in Ceiling	3/2	3/2	3/2	Treenails Inches	1 1/2 x 1 3/8		
				Pintles of the Rudder	3/2	3/2	3/2				

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

The Floors consist of English Oak The First Foothooks of English Oak

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Main Keelson is Teak free from all defects. The Shifts of the First and Second Foothooks are not less than 5 ft 3 ins

The Transoms, Knightheads, Hawse Timbers, & Aprons of English Oak N.B. When less than prescribed by the Rule, state how many.

Deadwood, of Teak and English Oak The rest of the Shifts of the Frame are 5 ft 3 & 5 1/2 feet

The Stem, and Stern Post of Teak ditto. The Frame is well squared from First Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is well squared

The Deck and Hold Beams of Teak some English oak The Frames are all bolted together to the Gunwale.

The Breasthooks of Iron N.B. If not, state how bolted

The Knees of Iron The Keel of ✓ The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.

The Main piece of Rudder of English oak of Windlass of English oak The Frame is crop chocked with a Butt at each end of the chock.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is American Rock Elm
to the First Foothook Heads }

From the above named Height to the Light Water Mark East India Teak

From the Light Water Mark to the Wales Teak

The Wales and Black-strakes Teak The Topsides & Sheer-strakes Teak

The Sheerstrakes Teak The Water-ways { Upper Deck Teak
The Spunking and Plank-sheers Teak Lower Deck Teak

The Decks Upper Teak, Lower Teak State of good

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 3 strakes between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are East Indian Teak

The Ceiling, Lower Hold, and between Decks Teak Shelf Pieces and Clamps Teak

Fastenings.—To Hold Beams Dowelled to shelf and waterways & pair staple lodging
Knees in mast rooms & one pair hanging knees to every beam and
a pair staple Standard knees to all the beams except the fore &
after beams Dowelled to shelf and waterways, & staple lodging
knees in Mast Rooms one pair of hanging knees to every beam

Number of Breasthooks Ten Pointers inner Transoms Crutches 2 crutches aft & one for

Butt End Bolts are of Yellow metal in the Bottom & one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes Yellow metal through and clenched. Treenails of Teak How Made turned

Thickstuff over Double Floors Yellow metal through and clenched. General Quality of Workmanship Very Good

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

(sgd) Alex^r Stephen & Sons Surveyor's Signature Rich^d Robertson

Builder's Signature

3000 (21/7/78).

GLS142-0149

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

1370 gls.

Rodgers patent small pulley.

She has SAILS.		CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.		N ^o .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Proof strain 56 Ton 5 cwt.	300	1 7/8	1 1/2			Bowers	3	38.0.20				
2	Fore Top Sails,	Chain	75	1 inch				(State Machine where Tested, and name of Superintendent.)		38.0.22				
2	Fore Topmast Stay Sails,	Dates of Certificates Hempen Stream	90	10 1/2				Dates of Certificates		40.3.16				
2	Main Sails,	Cable	90	7				Stream		12.10.0				
2	Main Top Sails,	Hawser	90	5 1/2				Kedges	2	6.3.0				
and other requisites		Towlines	90	5 1/2						5.0.0				
All of Good quality		Warp	100	4 1/2										

Her Standing and Running Rigging Good sufficient in size and Good in quality. She has 12 1/2 ft Long Boat and two 24 ft cutters

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Good

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Cargo Hatchways.—How formed? _____ State size _____

If of extraordinary size, state how framed and secured? _____

What arrangement for shifting beams? _____

Hatches, themselves, whether strong and efficient? _____ Main Hatchways.—State size _____

Order for Special Survey, No. _____	DATES of Surveys	1st. When the Frame is completed	2 nd September 1856
Date _____	held while build-	2nd. When the Beams are put in, &c.	19 th February 1857
Order for Ordinary Survey, No. _____	ing, as per Section	3rd. When completed, and before the plank be painted or payed	June & July 1857
Date _____	35.		

General Remarks.

Built under an efficient roof and in accordance with the Rule Sect. 52, and with materials & workmanship and fastenings, the very best description.

Has double floors and thick garboard strakes bolted horizontally to each other through the Keel with yellow metal, every 4 feet, and up and down with one short and one long bolt through and clunched every alternate timber. Twelve pair ^{iron} diagonal plates fitted and bolted inside to the frame & sides, extending from above the upper deck beams to below the 1st futtock heads.

And 14 pair iron riders fitted on the inside (ceiling in hold) extending from hold beam clamp to 3 1/2 feet from Keelson or to lower thick bilge strakes 15 x 2 1/2 ins. bolted through and clunched with 13/16 (to each) copper bolts clunched outside.

Has a complete laid lower deck. Teak at each side under the ^{nails} Staudar knees and of Baltic pine amidships 4 inches thick Upper deck fastened with 5/8 yellow metal bolts.

The bottom sheathed with yellow metal over felt & paper to 19 1/2 feet Water line.

Has a poop 65 feet long and Forecastle about 40 ft long well fastened with all Teak beams & iron hanging knees to every beam.

The whole of the outside planking are fastened with French and yellow metal & copper bolts to the entire exclusion of iron bolts or nails, except those allowed to be used by the Rule Sect. 46

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled, Yellow Metal over felt When last done July 1857

I am of opinion this Vessel should be Classed A.1. for 14 years.

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

Travelling Expenses, Special £ " : : :

(if any) £ _____ Certificate " : 5 : :

Committee's Minute _____ 18 _____

Character assigned _____

Testing certificate proof strain on chain cable (56 tons 5) Good

(Signed) Rich^d Robertson,



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