

No. 30785 Survey held at London Date April 1869 to April 12<sup>th</sup> 1870  
on the Barque Durban Master J. H. Jarvis  
Tonnage under tonnage deck 275.34 Built at London When built 1870 Launched March 2<sup>nd</sup> 1870  
Ditto of poop 58.48 or spar deck By whom built N. B. Salisbury Owners Bullard & Co.  
Ditto of House 11.59 Total tonnage 345.41 Port belonging to London Destined Voyage Port Natal  
If Surveyed while Building, Afloat, or in Dry Dock On a slip, in dry dock, completed afloat. 30785

Length as per section 39 ..	Feet. 130	Inches. 120	Extreme Breadth Outside				Feet. 27	Inches. 40	Depth of Hold	Feet. 12	Inches. 11	Number of Decks	One
Length of Keel .....	130	120											
<b>Scantlings of Timber.</b>													
<b>TIMBER AND SPACE</b>													
Floors .....	12	12	12	12	10	10	10	10	10	10	10	10	10
1 <sup>st</sup> Foothooks .....	10	9	9	9	8	8	8	8	8	8	8	8	8
2 <sup>nd</sup> Ditto .....	9	8	8	8	8	8	8	8	8	8	8	8	8
3 <sup>rd</sup> Ditto .....	8	8	8	8	8	8	8	8	8	8	8	8	8
Top Timbers .....	8	8	8	8	8	8	8	8	8	8	8	8	8
Deck Beams } N <sup>o</sup> 26	Average Space } 4 ft												
Deck Beams, length amidships ....	25	25	25	25	25	25	25	25	25	25	25	25	25
Hold Beams } N <sup>o</sup> 2	Average Space } Double angle iron 4 by 3 1/2 x 1/2 in												
Hold Beams, length amidships .....	25	25	25	25	25	25	25	25	25	25	25	25	25
Keel .....	12	12	12	12	12	12	12	12	12	12	12	12	12
Scarp of Ditto .....	6	6	6	6	6	6	6	6	6	6	6	6	6
Keelsons .....	13	13	13	13	13	13	13	13	13	13	13	13	13
Scarp of Ditto .....	6	6	6	6	6	6	6	6	6	6	6	6	6
<b>Outside Plank.</b>													
Garboard Strakes ..	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Garboard to Bilge ..	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Bilge Planks .....	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Bilge to Wales ....	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Wales .....	5	5	5	5	5	5	5	5	5	5	5	5	5
Topsides .....	4	4	4	4	4	4	4	4	4	4	4	4	4
Sheer Strakes .....	4	4	4	4	4	4	4	4	4	4	4	4	4
Plank Sheers .....	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Water-Ways { Upper Deck	10 by	10 by	10 by	10 by	10 by	10 by	10 by	10 by	10 by	10 by	10 by	10 by	10 by
Lower Deck	10 by	10 by	10 by	10 by	10 by	10 by	10 by	10 by	10 by	10 by	10 by	10 by	10 by
Ditto, faying surface against Timbers ..	7 in	7 in	7 in	7 in	7 in	7 in	7 in	7 in	7 in	7 in	7 in	7 in	7 in
Upper Deck .....	3	3	3	3	3	3	3	3	3	3	3	3	3
<b>Dimensions of Ship per Register,</b>													
length	130	breadth	27 1/2	depth	12 1/2								
<b>Inside Plank.</b>													
Limber Strakes ...	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Bilge Planks .....	4	4	4	4	4	4	4	4	4	4	4	4	4
Ceiling in Flat ...	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4
Ditto Bilge to Clamp	3	3	3	3	3	3	3	3	3	3	3	3	3
Hold Beam Clamps ..	3	3	3	3	3	3	3	3	3	3	3	3	3
Deck Beam Ditto ..	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Ceiling 'twixt Decks	3	3	3	3	3	3	3	3	3	3	3	3	3
Hold Beam Shelves ..	3	3	3	3	3	3	3	3	3	3	3	3	3
Deck Beam Ditto ..	9 1/2 by	11	11	11	11	11	11	11	11	11	11	11	11

<b>Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.</b>										
Heel-Knee, & Deadw'd abaft	1 1/4	1 1/8	1 1/8	Transoms and throats of Hooks	1	1	1	Hold Beam	Waterway ..	1 1/4
Scarp of Keel, N°.	7/8	7/8	7/8	Arms of Hooks .....	1 1/16	1 1/16	1 1/16	Bolts in	Knees .....	1 1/8
Keelson Bolts through Keel	1 1/8	1 1/8	1 1/8	Thro' Bilge & Limber Strakes	3/4	3/4	3/4	Deck Beam	Waterway ..	1 1/8
at each Floor .....	1 1/8	1 1/8	1 1/8	Thickstuff over Double Floors	3/4	3/4	3/4	Bolts in	Knees .....	1 1/8
Bolts thro' Heels of Timbers	1 1/8	1 1/8	1 1/8	Butt End Bolts .....	3/4	3/4	3/4	Shelf or Clamp	Shelf or Clamp	1 1/8
against Deadwood .....	1 1/8	1 1/8	1 1/8	Short Bolts in Ceiling .....	1 1/16	1 1/16	1 1/16	Nails or Bolts in Flat of Deck	Nails or Bolts in Flat of Deck	1 1/8
				Pintles of the Rudder .....	2 1/2	2 1/2	2 1/2	Treenails	Treenails	1 1/4

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2, 3, 4 Inches. The Space between the Top-Timbers is 4, 5, 6 Inches.  
The Floors consist of English & Adriatic selected second hand. The First Foothooks of English & Adriatic selected second hand.  
The Second Foothooks of Do The Third Foothooks and Top Timbers of Do  
The Shifts of the First and Second Foothooks are not less than 1/2 of the Main breadth. N. B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are Sufficient  
The Frame is well squared from First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared.  
The Frames are bolts bolted together to the Gunwale. N. B. If not, state how bolted.  
The Butts of the Timbers are fitted close together; their thickness not less than 1/2 of the entire moulding at that place. a few of them are  
The Frame is chocked with a Butt at each end of the chock. The Main piece of Rudder is Engl Oak of Windlass is Seak  
The Keel is Engl Oak The Main Keelson is of African Oak & Greenheart and free from all defects.  
The Stem, and Stern Post of East India Seak The Transoms, Knight Heads, Hawse Timbers, Seak  
and Aprons of African & Seak Deadwood, of African Oak & Seak and are free from all defects.  
The Deck and Hold Beams of Seak 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 Pitch Pine & Hackmatack  
or to the First Foothook Heads }  
From the above named Height to the Light Water Mark Pitch Pine and Hackmatack  
From the Light Water Mark to the Wales Pitch Pine and Hackmatack  
The Wales and Black-strakes are Pitch Pine & Hackmatack The Topsides & Sheer-strakes Seak the latter & Pitch Pine & Hackmatack  
The Spirketting and Plank-sheers Pitch Pine The Water-ways { Upper Deck Pitch Pine  
Lower Deck Pitch Pine  
The Decks efficiently State of them new  
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 three between, and without step-buttting.  
**Planking Inside.**—The Limber-strakes and Bilge-strakes are (bolted through) Pitch Pine Hackmatack at the ends  
The Ceiling, Lower Hold, and between Decks Pitch Pine & Hackmatack Shelf Pieces and Clamps Pitch Pine  
**Fastenings.**—To Hold Beams double angle iron turned down and bolted through with yellow metal

Deck Beams nine pairs of iron extending to floor heads, and an iron hanging to each beam, shelf  
Waterway, and an inner thick strake, lodging knees of iron in wake of the masts.  
Number of Breasthooks four of iron Pointers full timbered stem Crutches three of iron  
Butt End Bolts are of yellow metal in the Bottom, and Bolts in each Butt End also two through and clenched.  
Bilge and Limber Strakes are bolted through and clenched. Treenails of Stringy bark How Made Engl turned  
Thickstuff over Double Floors Bilge Keelson 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 N. B. Salisbury Surveyor's Signature Samuel Wilson  
J. H. Jarvis Foreman

30785

10655-0291



Her Masts, Yards, &c. are in Prime good condition, and sufficient in size and length. ✓

30785 Jan

N <sup>o</sup> .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
North Star and well found	Fore Sails,	Chain .....	210	1 1/16	28.20	1 3/16	25 1/10	Bowers .....	1	12.0.10	14.0.0	12.0	13 9/10
	Fore Top Sails,	Hawser Chain	90	1 1/16	90	1 1/16			1	12.0.8	14.0.0	14.0	13 9/10
	Fore Topmast Stay Sails,	Hempen Stream Cable	40	9	90	1 1/2			1	10.1.5	12.1.0	12.1	
	Main Sails,	Hawser .....	40	6	90	5 1/2		Stream .....	1	4.0.25		5	
	Main Top Sails,	Towlines .....	40	4 1/2									
		Warp .....	40	3				Kedges .....	1	2.0.1-0		2 1/2	
		All of <u>best</u> quality.											

Her Standing and Running Rigging is of galvanized sufficient in size and good in quality. Certified produced

She has a Long Boat and two others

The present state of the Windlass is New & efficient Capstan efficient Rudder efficient Pumps efficient

Order for Special Survey,

No. \_\_\_\_\_ Date April 1869

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed June 1869

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

3rd. { When completed, and before the } plank be painted or payed { to Feb'y 1870.

Order for Ordinary Survey,

No. \_\_\_\_\_ Date \_\_\_\_\_

### General Remarks

The frame timbers are of selected second hand material from H. M. Dock Yard. - She is fastened with Yellow Metal from the lower part of the Keel, up to the height of one fifth, of the midship depth of Hold. Below the upper side of the upper deck, the remainder of the fastenings are of galvanized iron. -

She has thirteen pairs of diagonal iron Straps, let into the frames outside (4 in's broad by 7/8 & 1/2 in. thick) - and inside Bilge Keelsons of Pitch Pine 13 in's by 13 in's fastened with Yellow Metal through bolts. -

She has been salted during her construction, seventeen tons having been put into the spaces, and in accordance with the Rules or Circular (No 250) excepting the grudging out of the upper side of the beams, the deck being laid prior to the Circular coming out. -

Built under Special Application of the  
Builders (15<sup>th</sup> April 1869.) - Spring 1870.

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on felt When last done now

I am of opinion this Vessel should be Classed G. A. 1.

The Amount of the Fee.....£4 : : is received by me,

Special .....£10 : 12 : : Samuel P. Jones

Certificate .....£ : 5 : : B. W. Weymouth

Committee's Minute 14<sup>th</sup> April 1870

Character assigned B. 1 for 9 Years (A & C) pt. O. M.



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Foundation