

No. 734 Survey held at Shields
on the Barque "Naval Brigade"

Date August 6th

Rec'd 9/8/58

1858

Master James McEuen

Tonnage New 541

Built at Shields

When built 1838

Launched July 13th

By whom built

Thos. Young & Son

Owners

J. Young & Son

Port belonging to

Shields

Destined Voyage

Bombay

If Surveyed while Building, Afloat, or in Dry Dock While building and afloat.

7340

Length aloft	Feet.	Inches.	Extreme Breadth Outside						Feet.	Inches.	Depth of Hold		Feet.	Inches.
	140	8							29	3			19	5
			IN SHIP.		REQUIRED PER RULE.						Thickness of Plank.			
Scantlings of Timber.			Sided, Moulded.		Sided, Moulded.				INCHES.		INCHES.		INCHES.	
			Middle.	Ends.	Middle.	Ends.	Outside.		In Ship.	Required per Rule.	Inside.		In Ship.	Required per Rule.
TIMBER AND SPACE	30				30 1/4		Garboard Strakes	4	4		Limber Strakes	4 1/4	4 1/4	
Floors	13 1/2	13 1/2	11 1/4	13 1/4	13 1/4	11 1/4	Garboard to Bilge	4	4		Bilge Planks	4 1/4	4 1/4	
1 st Foothooks	12	12	10 1/2	11 1/4	11 1/4		Bilge Planks	4 1/2	4		Ceiling in Flat	3	3	
2 nd Ditto	11	10 1/2	9	10 1/4			Bilge to Wales	4 1/4	4		Ditto Bilge to Clamp	3	3	
3 rd Ditto	10 1/2	9	7	9 1/4	6 1/4		Wales	5 1/4	5		Hold Beam Clamps	5	4 1/2	
Top Timbers	9 1/2	8	7	9 1/4	6 1/4		Topsides	4	4		Deck Beam Ditto	4	4	
Deck Beams	N ^o 25	Average Space } 4 ft 3 1/2 in	9 1/2	9 1/2	7 1/2	9	9	7 1/2			Ceiling 'twixt Decks	2 3/4	2 1/2	
Deck Beams, length amidships	27 ft	8									Hold Beam Shelves			
Hold Beams	N ^o 22	Average Space } 4 ft 6 in	12 1/2	12 1/2	10 3/4	12 1/4	12 1/4	10 1/4			Deck Beam Ditto			
Hold Beams, length amidships	27 ft	8												
Keel	14 1/4	14 1/4		14 1/4	14 1/4		Water-Upper Deck	12 1/2 x 11 1/2						
Scarphs of Ditto	6 ft			6 ft			Ways-Lower Deck							
Keelsons	15 1/2	16	16	15 1/2	15 1/4	15 1/4	Ditto, faying surface against Timbers	8 1/2	8					
Scarphs of Ditto	6 ft	11		6 ft			Upper Deck	3 1/2	3 1/2					

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

Heel-Knee, and Deadwood abaft		Copper	Inches	Transoms and throats of Hooks		Copper	Inches	Waterway		Copper	Inches
Scarp of Keel		1 1/4	1 1/4	Arms of Hooks		1 1/8	1 1/8	Knees		1	1
Keelson Bolts through Keel at each Floor		1 1/8	1 1/8	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors		7/8	7/8	Shelf or Clamp		1	1
Bolts through Heels of Timbers against Deadwood		7/8		Butt End Bolts		7/8	7/8	Waterway		7/8	7/8
				Pintles of the Rudder		3/4	3	Knees		7/8	7/8
								Shelf or Clamp		7/8	7/8
								Nails or Bolts in Flat of Deck		7/8	7/8
								Treenails		1 1/4	1 3/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 4 1/2 Inches. The Space between the Top-Timbers is 5 Inches.

The Floors consist of Pantzig Oak 9 The First Foothooks of Pantzig Oak 9

The Second Foothooks of English Oak 12 The Third Foothooks and Top Timbers of English Oak 12

The Shifts of the First and Second Foothooks are not less than 4 ft 6" N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are properly shifted

The Frame is well squared from the First Foothook Heads upwards, and is free from sap, and from thence downwards, the

frame is properly squared

The alternate Frames are bolts together to the Gunwale. N. B. If not, state how bolted.

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

The Frame is chocked with no Butt at each end of the chock. The Main piece of Rudder is Iron Bark 12

The Main Keelson is Greenheart 12 and is free from all defects. The Main piece of Windlass is English Oak 12

The Stem, and Stern Post, consist of English Oak 12 The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English Oak and Teak 14 Deadwood, of English Oak 12 and are free from all defects.

The Deck and Hold Beams consist of Pantzig Oak 9 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 American Elm & Pitch Pine 12

From the above named Height to the Light Water Mark Pitch Pine & Pantzig Oak 12

From the Light Water Mark to the Wales Pitch Pine 9

The Wales and Black-strakes are Pantzig Oak & Greenheart 12 The Topsides Pantzig Oak 9

The Sheer-strakes and Plank-sheers Teak and Pantzig Oak 9 The Water-ways { Upper Deck Red Pine 10

The Decks of Yellow Pine 12 Lower Deck

State of Good

The Shifts of the Planking are not less than 5 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 2 between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Pantzig Oak 10

The Ceiling, Lower Hold, and between Decks Pantzig Oak 10 Shelf Pieces and Clamps Pantzig Oak 10

Fastenings.—To Hold Beams 22 pairs of Iron Staple Lodging Knees, 12 pairs of Iron Hanging Knees and

6 pairs of Iron Riders

Deck Beams 25 pairs of Iron Staple Lodging Knees and 15 pairs of Iron Hanging Knees

Number of Breasthooks 6 of Iron Pointers 1 pair of Iron Crutches 1 Iron

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

Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak 12 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 Thos. Young & Son

Surveyor's Signature John Maxwell

NWC 775-0382

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.
2 Sails	Fore Sails,	Chain	270 1 1/2	Bower,	26.0.14
	Fore Top Sails,	Hemp Stream Cable	80 1 1/2		26.0.6
	Fore Topmast Stay Sails,	Hawser	4 4	Stream,	24.2.0
	Main Sails,	Towlines	80 9 1/2		5.3.9
	Main Top Sails,	Warp	70 9 1/2	Kedge,	1 2.1.9
and		All of <u>good</u> quality.	70 8		

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

She has one Long Boat and a Ship's Lifter

The present state of the Windlass is good Capstan good Rudder good Pumps 2 Metal good

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 At various times while building
2nd. When the Beams are put in, &c. under Special Survey
3rd. { When completed, and before the }
plank be painted or payed }

It has been built under Special Survey as per order No 211.

This vessel is fastened with Yellow Metal bolts to the exclusion of Iron, with the exceptions of those parts allowed as per Rule Section 46.

Is fitted with Lunningsham's patent Topsails.

Testing certificates of Chain cables produced.

Has a Rider Keelson of Greenheart 7 1/2 inches thick.

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 1858

I am of opinion this Vessel should be Classed QA1

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Special£ 27 : 1 : 0

Certificate£ : : ✓

Committee's Minute 10th Aug 1858

Character assigned QA1



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Lloyd's Register
Foundation

It is to be forwarded to Messrs. Lunningsham & Co., Shipbuilders, South Shields.