

No. 4521 Survey held at Sunderland Date 5th March 1857 Rec 23/6/57
on the SS Tigris Master 4521
Tonnage 370 Built at Sunderland When built 1851
By whom built J Hardy Owners Peter Lindall Jr
Port belonging to Liverpool Destined Voyage
If Surveyed Afloat or in Dry Dock While Building

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
	<u>109</u>		<u>26</u> <u>8</u>		<u>18</u>
Scantlings of Timber.			Thickness of Plank.		
Room and Space	Inches.	Inches. Middle	Inches. Ends	Outside.	Inside.
Floors.....sided	<u>12</u>	Moulded	<u>12</u>	Keel to Bilge	Limber Strakes
1 st Foothooks	<u>10 1/2</u>	"	<u>10 1/2</u>	Bilge Planks	Bilge Planks
2 nd Ditto	<u>9 1/2</u>	"	<u>9 1/2</u>	Bilge to Wales	Ceiling in Flat
3 rd Ditto	<u>8 1/2</u>	"	<u>8 1/2</u>	Wales	Ditto Bilge to Clamp
Top Timbers	<u>8</u>	"	<u>8</u>	Topsides	Hold Beam Clamps
Deck Beams N ^o <u>26</u>	Average Space } <u>4 ft 8 in</u>	"	<u>8 1/2</u>	Sheer Strakes	Deck Beam Ditto
Hold Beams N ^o <u>16</u>	Average Space }	"	<u>13 1/2</u>	Plank Sheers	Ceiling 'twixt Decks
Keel	<u>12</u>	"	<u>13 1/2</u>	Water-Ways	Hold Beam Shelves
Kelsons	<u>14</u>	"	<u>27</u>	Upper Deck	Deck Beam Ditto

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
Heel-Knee, and Dead Wood abaft	<u>1 1/8</u>				
Scarphs of Keel.....N ^o <u>8</u>	<u>7/8</u>	Bolts thro' the Bilge and Limber Strakes	<u>13/16</u>	Hold Beam	<u>Yellow Metal below keel</u>
Floor Timber Bolts	<u>1 1/16</u>	Butt End Bolts	<u>1 1/16</u>	Deck Beam	<u>Iron</u>
Kelson ditto	<u>1 1/16</u>	Lower Pintle of the Rudder	<u>3/4</u>		
Transoms and throats of Hooks	<u>1</u>				
Arms of Hooks	<u>7/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 5 1/4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects. The Floors and first Foothooks are composed of English & Foreign White Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 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 5 feet. The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared Sound. The alternate Frames are bolted together. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/4 of the entire moulding at that place. The Frame is all chocked with no Butt at each end of the chock. The Main Kelson is composed of Stettin Oak and the False Kelson of Stettin Oak. The Scarphs of the Kelsons are not less than 6 feet inches. The Deck and Hold Beams are composed of English Oak & Teak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm. From the first Foothook Heads to the Light Water Mark of Stettin Oak. From the Light Water Mark to the Wales of Danzie & Stettin Oak. The Wales and Black-strakes are of East India Teak. The Topsides of Teak & English Oak. The Sheer-strakes and Plank-sheers of Teak & English Oak. The Water-ways of Danzie Red Pine. The Decks of Yellow Pine 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 Three Strakes between the Bilge Planks of American Oak.

Planking Inside.—The Limber-strakes are composed of Stettin Oak. The Ceiling, Lower Hold, of Danzie & Stettin Oak. Between Decks of Danzie Oak. Shelf Pieces of Stettin Oak. Clamps of Danzie Oak.

Fastenings.—To Hold Beams Horizontal Staple Knees & 12 Pair of Vertical do. Deck Beams Iron Staple Knees & 12 Pair of Vertical do. Number of Breasthooks five Pointers two Crutches one. Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Limber Strakes all bolted through and clenched. Treenails of English Oak. General Quality of Workmanship Good.

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature

Surveyor's Signature

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 .		
1	Fore Sails,	240	Chain	1 3/8	3	Bower,	18 " 2 " 14
1	Fore Top Sails,	80	Hempen Stream Cable	8 1/2	1	Stream,	17 " 2 " 14
2	Fore Topmast Stay Sails,	60	Hawser <u>chain</u>	7/8	1	Kedge,	3 " 3 " 21
1	Main Sails,	80	Towlines	5 1/4			1 " 2 " 14
1	Main Top Sails,	80	Warp	5			
and <u>gets V. H. Gallant's</u>			All of <u>good</u> quality.				

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

She has at Long Boat and Quarter boat Skiff

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

General Remarks—Statement and Date of Repairs.

If sheathed, doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed Genl. 1 Robt Fowler

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

Order No. 87 Special£ 18: 10: "

Certificate (if required)£ " : " : "

Committee's Minute 24th June 1847

Character assigned A 1 for J. G. G. G.



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