

No. 5352 Survey held at SunderlandDate 9th August

1854

on the Brk "Tiberias"Master John ToddTonnage Old 485Built at SunderlandWhen built 1854Launched AugustBy whom built J. BarkerOwners E. T. GouleyPort belonging to SunderlandDestined Voyage London & AdelaideIf Surveyed while Building, Afloat, or in Dry Dock During buildingLength aloft 126 Feet. 126 Inches. Extreme Breadth 28 Feet. 28 Inches. Depth of Hold 18 Feet. 9 Inches.

Scantlings of Timber.

Room and Space	inches.	inches.	inches.
Floors.....sided	12 ¹ / ₂	Moulded	12 ¹ / ₂
1 st Foothooks.....	10	"	10
2 nd Ditto.....	9	"	8 ³ / ₄
3 rd Ditto.....	8 ¹ / ₂	"	7 ¹ / ₂ 5 ¹ / ₂
Top Timbers.....	8	"	7 ¹ / ₂ 5 ¹ / ₂
Deck Beams N ^o 23 Average Space } 4 ft 8	9	"	9 7 ¹ / ₂
Hold Beams N ^o 20 Average Space } 4 ft 5	12	"	12 10
Keel.....	13 ¹ / ₄	"	15
Keelsons.....	14 ¹ / ₂	"	15
Scarpns of Ditto... 6 ft. 10 1/2 in.	7 ¹ / ₈	"	7
Rider Nelson	7 ¹ / ₈	"	7

Thickness of Plank.

Outside.	inches.	Inside.	inches.
Keel to Bilge.....	3 ³ / ₄	Limber Strakes.....	4 ¹ / ₂
Bilge Planks.....	5	Bilge Planks.....	5
Bilge to Wales.....	3 ³ / ₄	Ceiling in Flat.....	3
Wales.....	5	Ditto Bilge to Clamp.....	3
Short Hoods.....	4	Hold Beam Clamps.....	5
Topsides.....	4	Deck Beam Ditto.....	4
Sheer Strakes.....	4	Ceiling 'twixt Decks.....	2 ³ / ₄
Plank Sheers.....	4	Hold Beam Shelves.....	—
Water-Ways.....	9	Deck Beam Ditto.....	9+10
Upper Deck.....	3 ¹ / ₂		

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

Copper Inches.	Iron Inches.	Copper Inches.	Iron Inches.	Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	1 ¹ / ₄	—	Transoms and throats of Hooks ..	1 ¹ / ₈	—
Scarpns of Keel.....N ^o . 8	15 ¹ / ₁₆	—	Arms of Hooks	7 ¹ / ₈	—
Floor Timber Bolts	—	—	Bolts thro' Bilge & Limber Strakes	7 ¹ / ₈	—
Kelson ditto	1 ¹ / ₈	—	Butt End Bolts	3 ¹ / ₄	—
			Lower Pintle of the Rudder	3	—
			Hold Beam	1 ¹ / ₈	—
			Deck Beam	7 ¹ / ₈	—

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, consist of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak and are free from all defects.

The Floors consist of Stettin & English Oak The First Foothooks of Stettin & English Oak Timber. The Second Foothooks of English Oak The Third Foothooks of English Oak The Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 1/4 of 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 fairly squared from the first Foothook Heads upwards, and totally free from sap, and from thence downwards, the frame is fairly squared & sound

The alternate Frames are 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 1/5 of the entire moulding at that place.

The Frame is all chocked with no Butt at each end of the chock.

The Main Keelson is Iron Bark and free from all defects.

The False Keelson is Stettin Oak

The Deck Beams consist of Stettin Oak The Hold Beams of Stettin Oak The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is American Elm

From the above named Height to the Light Water Mark Elm & Stettin Oak

From the Light Water Mark to the Wales Danzie Oak & Oak

The Wales and Black-strakes are Danzie Oak & Oak & English Oak The Topsides Danzie Oak

The Sheer-strakes Danzie Oak & English Oak Plank-sheers Danzie Oak The Water-ways Danzie Oak & Stettin Oak

The Decks 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

Planking Inside.—The Limber-strakes are Danzie Oak the Bilge Planks Danzie Oak

The Ceiling, Lower Hold, Danzie Oak Between Decks Danzie Oak

Shelf Pieces Stettin Oak Clamps Danzie Oak

Fastenings.—To Hold Beams Horizontal Knees to Mast Beams & 13 Pair of Vertical Knees & Six Pair of Riders &

Deck Beams Dowelled & Bolted to Sheer & waterways & Horizontal Knees to Mast Beams & 23 Pair of Vertical & Staple Standard Knees &

Number of Breasthooks Seven Pointers two Crutches two

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

Bilge and Limber Strakes ym & ac bolted through and clenched. Treenails of English Oak How Made Curcular

General Quality of Workmanship Good

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

Builder's Signature John Barker

Surveyor's Signature Robt Fowles

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.
<i>A full suit of sails</i>	Fore Sails,	Chain	240 17/16	Bower,	3 21-1-8
	Fore Top Sails,	Hempen Stream Cable	80 8	Stream,	1 20-
	Fore Topmast Stay Sails,	Hawser <i>Le. main.</i>	60 7/8	Kedge,	1 4-2
	Main Sails,	Towlines	80 6		
	Main Top Sails,	Warp	80 5		
and		All of <u>good</u> quality.			

Her Standing and Running Rigging New Hemp &c sufficient in size and apparently good in quality.

She has A Long Boat and Decatur boat & Skiff

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

General Remarks—Statement and Date of Repairs.

This Vessel is fastened with yellow metal bolts in all her bindings and External Fastenings (including the Nails in the flat of the upper deck deck) to the entire exclusion of Iron—John Borkes

If Sheathed, Doubled, Felted, or Coppered Yellow Metal When last done 1854

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

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

Aug

Special£ " : : "

Certificate (~~is~~ required)£ " : 5 : "

Committee's Minute 18th August 1854

Character assigned G.A.1



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