

No. 6017 Survey held at Sunderland Date Jan 30/1857  
on the Brig "Zebra" Master Wm Mc Vicar  
Tonnage Old New 474 Built at Sunderland When built 1856 Launched Jan 1857  
By whom built John Hill for General Owners  
Port belonging to London Destined Voyage East Indies  
If Surveyed while Building, Afloat, or in Dry Dock during Building

Length aloft	131	Feet.	6	Inches.	Extreme Breadth Outside	28	Feet.	6	Inches.	Depth of Hold	18	Feet.	6	Inches.
Scantlings of Timber.														
TIMBER AND SPACE		28 1/2	Inches.		Inches.	Inches.	Thickness of Plank.							
Floors		sided	13	Moulded	13	10 1/2	Outside.			Inches.	Inside.			Inches.
1st Foothooks		"	11	"	10 1/2	"	Keel to Bilge			3 3/8	Limber Strakes			4
2nd Ditto		"	10 1/2	"	10	"	Bilge Planks			4 1/4	Bilge Planks			4 1/2
3rd Ditto		"	9	"	8 1/2	"	Bilge to Wales			3 7/8	Ceiling in Flat			3
Top Timbers		"	9	"	6	"	Wales			5	Ditto Bilge to Clamp			3
Deck Beams N° 18		Average Space } 4/4	9	"	9	7 1/4	Topsides			4	Hold Beam Clamps			6 1/2: 4 1/2
Deck Beams, length amidships		"	26 ft 6	"	12	10 1/2	Sheer Strakes			4	Deck Beam Ditto			4 1/4
Hold Beams N° 20		Average Space } 4/6	12	"	12	"	Plank Sheers			4	Ceiling 'twixt Decks			2 1/2
Hold Beams, length amidships		"	26 ft 6	"	15	"	Water-Ways { Upper Deck			1 1/4	Hold Beam Sketting			4 1/2
Keel		"	14 1/2	"	15 1/2	"	Lower Deck				Deck Beam Ditto			
Scarphs of Ditto		"	6 ft	"		"	Upper Deck			3 1/4				
Keelsons		"	14 1/2	"		"								
Scarphs of Ditto		"	6 ft 9	"		"								

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

Copper		Iron		Copper		Iron	
Inches.		Inches.		Inches.		Inches.	
1 1/4	Heel-Knee, and Deadwood abaft	1 1/8	Transoms and throats of Hooks	1 1/8	Hold Beam Bolts in	1 1/2	Waterway
1	Scarp of Keel N° 8	1 1/8	Arms of Hooks	1 1/2	Knees	1 1/2	Shelf or Clamp
1 1/8	Keelson Bolts through Keel at each Floor	1 1/8	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1 3/16	Deck Beam Bolts in	7/8	Waterway
7/8	Bolts through Heels of Timbers against Deadwood	7/8	Butt End Bolts	3/4	Knees	7/8	Shelf or Clamp
			Pintles of the Rudder	3	Treenails	1 1/4	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2.3 Inches. The Space between the Top-Timbers is 2.6 Inches.  
The Stem, and Stern Post, consist of Eug Oak The Transoms, Aprons, Knight Heads, and  
Hawse Timbers of Eug Oak Deadwood, of Eug Oak and are app free from all defects.  
The Floors consist of Red Oak The First Foothooks of Red Oak Timber.  
The Second Foothooks of Eug Oak The Third Foothooks and Top Timbers of Eug Oak  
The Shifts of the First and Second Foothooks are not less than 1/4 N. B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are good  
The Frame is fairly squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is fairly square

The alternate Frames are all 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 1/4 of the entire moulding at that place.  
The Frame is Crop chocked with no Butt at each end of the chock.  
The Main Keelson is Greenheart and app free from all defects. The Main Keel is Amur Oak & Eug Elm  
The Deck Beams consist of Hettin Oak The Hold Beams of Hettin Oak The False Keelson is "  
The Knees of Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is Amur Elm  
From the above named Height to the Light Water Mark Amur Elm  
From the Light Water Mark to the Wales Hettin Oak  
The Wales and Black-strakes are Dawson Oak The Topsides Hettin Oak  
The Sheer-strakes and Plank-sheers Scake & Hettin Oak The Water-ways { Upper Deck Red Pine  
Lower Deck  
The Decks 1/2 Pine State of  
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 3 between

**Planking Inside.**—The Limber-strakes are Hettin Oak The Bilge Planks Dawson Oak  
The Ceiling, Lower Hold, Hettin & Dawson Oak Between Decks Hettin Oak  
Shelf Pieces " Clamps Hettin & Dawson Oak

**Fastenings.**—To Hold Beams Iron Lodging Nails Sketting & Clamps Bolted through.  
Deck Beams Iron Lodging Nails 6 pair of Staple Standards and 12 pair of Iron Lodging Nails

Number of Breasthooks Seven & Half Pointers One pair Iron Crutches Five  
Butts End Bolts are of 1/2 Metal in the Bottom, and one Bolt in each Butt End through and clenched.  
Bilge and Limber Strakes are bolted through and clenched. Treenails of Eug Oak How Made Mixed  
Thickstuff over Double Floors " bolted through and clenched. General Quality of Workmanship good

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

Builder's Signature Severall Davison Surveyor's Signature Robt. G. Miley



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .				Fathoms.	Inches.	N <sup>o</sup> .	Weight.
2	Fore Sails,	Chain .....	240	1 7/8	Bower, .....	3	20.2.0
2	Fore Top Sails,	Hempen Stream Cable .....	75	8 1/2			14.0.0
2	Fore Topmast Stay Sails,	Hawser .....	60	7/8	Stream, .....	1	5.0.8
1	Main Sails,	Towlines .....	75	5 3/4			
2	Main Top Sails,	Warp .....	75	5	Kedge, .....	1	2.0.14
and <u>others as usual</u>		All of <u>good</u> quality.					

Her Standing and Running Rigging is of Hemp & Wire sufficient in size and good in quality.

She has one Long Boat and two others

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

**General Remarks—Statement and Date of Repairs.**

Renamed August 5<sup>th</sup>  
Beau in September 26<sup>th</sup>  
Renamed off November 11<sup>th</sup>

The exterior of this ship including the decks of the bant timbers and the  
flat of the upper deck is fastened with yellow metal to the entire  
exclusion of iron

Alverale & Davison

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed J. A. S.

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

Special .....£ 23 : 14 : "

Certificate (if required) .....£ " : " : "

Committee's Minute 30<sup>th</sup> Jan'y 1857

Character assigned Δ 1 for 9 Years



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