

No. 1041 Survey held at Greenock Date 30th June 1841
 on the Ship "Terra Nova" Master Wm. Tenniston
 Tonnage 199 ^{199 cwt} Built at Greenock When built 28th June 1841
 By whom built Wm. Simons & Coy Owners Stuart & Rennie
 Port belonging to Greenock Destined Voyage Clyde to Newfoundland
 If Surveyed Afloat or in Dry Dock On Stocks

1041

Length aloft	87	Feet. 6/10	Extreme Breadth	20	Feet. 3/10	Depth of Hold	14	Feet. 4/10
Scantlings of Timber.			Thickness of Plank.					
Timber and Space..... each	21	Inches.	Inches. Middle	Inches. Ends	Outside.		Inside.	
Floors..... sided	9 1/2	Moulded	9 1/2		Keel to Bilge	3	Foot Waling	3
1 st Foothooks..... "	9	"	8		Bilge Planks	4 1/2	Bilge Planks	4
2 nd Ditto..... "	8	"	7		Bilge to Wales	3	Ceiling in Flat	2 1/2
3 rd Ditto..... "	7	"	6		Wales	4 1/2	Ditto Bilge to Clamp	2 1/2
Top Timbers..... "	6 1/2	"	5	4 1/2	Topsides	2 1/2	Hold Beam Clamps	4 1/2
Deck Beams N°. of 14	8	"	8	6	Sheer Strakes	3 1/2	Deck Beam Ditto	3 1/2
Hold Beams N°. of 13	9	"	8 1/2	8	Plank Sheers	3	Ceiling 'twixt Decks	2 1/2
Keel..... "	12	"	12		Water-Ways	10	Hold Beam Shelves	11
Kelsons..... "	13	"	13	5 1/2	Upper Deck	3	Deck Beam Ditto	10 1/2
Deck Beam Spaces 3 feet 2 inches to 7 feet 2 inches							Lower deck Spirketting	3
Hold Beam ditto 3 feet 10 inches to 7 feet							upper do	2 1/2
Copper.			Size of Bolts in Fastenings.			Iron.		
Heel-Knee, and Dead Wood abaft	1	Inches.	Copper.			Hold Beam	7/8	
Scarphs of Keel..... N°.	3/4		Bolts thro' the Bilge and Foot Waling	5/8		Deck Beam	7/8	
Floor Timber Bolts	1		Butt End Bolts	5/8				
Kelson ditto	1		Lower Pintle of the Rudder	2 1/2				
Transoms and throats of Hooks	1							
Arms of Hooks	1 1/2							
	3/4							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 24 3/2 Inches. The Space between the Top-timbers is 2 1/2 to 5 Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British Oak and are — free from all defects. The Floors and first Foothooks are composed of British Oak Timber. The other Foothooks and Top Timbers of British Oak and Mahogany. The Shifts of the first and second Foothooks are not less than 3 feet 10 inches 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 well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is all well squared. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are — close together; their thickness not less than 3 to 1/4 of the entire moulding at that place. The Frame is well chocked with no Butt at each end of the chock. The Main Kelson is composed of Greenheart and the False Kelson of American Oak. The Scarphs of the Kelsons are not less than five feet — inches. The Deck and Hold Beams are composed of British Oak and Warr.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm. From the first Foothook Heads to the Light Water Mark of American Oak. From the Light Water Mark to the Wales of Greenheart & British Oak. The Wales and Black-strakes are of Greenheart & British Oak. The Topsides of Greenheart & British Oak. The Sheer-strakes, and Plank-sheers of British Oak. The Water-ways of Red Pine. The Decks of Yellow Pine. State of New. The Shifts of the Planking are not less than 5 1/2 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

Planking Inside.—The Limber-strakes are composed of American Oak the Bilge Planks of American Oak. The Ceiling, Lower Hold, of American Oak. Between Decks of American Oak. Shelf Pieces of American Oak. Clamps of American Oak. **Fastenings.**—To Hold Beams Iron lodging knees on Chocks, with stringer above beams, and two diagonal Iron hanging knees. Deck Beams Iron lodging knees on Chocks, and stringer, with twelve diagonal Iron hanging knees. Number of Breasthooks four below & one above deck Pointers two forward and two aft Crutches one Iron aft. Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Footwaling Copper bolted through and clenched. Footwaling Iron bolter, into each timber. General Quality of Workmanship Good Four Transom knees.

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

Builder's Name

Surveyor's Name

Wm. R. Greening



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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 .	
2	Fore Sails,	180	Chain	1 3/4	2	Bowers,
1	Fore Top Sails,	75	Hempen Stream Cable	7	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser	5 1/2	2	Kedges,
1	Main Sails,	120	Towlines	4 1/2		
2	Main Top Sails,	60	Warp	1 1/2		
and well found in other sails			All of <u>Good</u> quality.			

Her Standing and Running Rigging all new sufficient in size and Good in quality.

She has a Long Boat and Silly Boat

The present state of the Windlass is Good Capstan Good and Rudder Good
with Iron & Sawen's patent purchase Good Four lead pumps good.

General Remarks—Statement and Date of Repairs.

Laid on in February, and launched 28th June 1841. Frame all Welsh and Scotch Oak, and Honduras Mahogany, of good quality, and well squared: Built wholly in frame, Shifts of Timbers good. Cross chock, and full Butts Keel. Planking and Ceiling of good quality, and well wrought, shifted, three between. Number of Beams, fastenings, and Spaces as on other side. Bilge and Butt copper bolted, thro' and clenched, on rings. Keelson bolts into each floor, through and clenched on rings on main Keel. Two pointers forward, and two aft. an Iron crutch aft. and diagonal pieces wrought from arms of lower breasthook, up to Beamends, at foremast, through Copper bolted, well fitted, and Iron Kneed to Beamends; and from arms of second upper Breasthook, to Rowsprit Beamends, also through bolted. The Wing and Rider transoms are diagonally Iron Kneed to the sides. She is well finished, and her Stores and furnishings are complete, and of the best description.

Filled from Males to Keel. Sheathed with Oak & Pine from Males to about five feet down, If Sheathed, Doubled, Felted, or Coppered Coppered to ten & six twelve this feet fore. When last done Eleven & four twelve this feet aft.

I am of opinion this Vessel should be Classed "10 A1"

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,

Special£ 10 : 10 : 0

Committee's Minute 3rd August 1841

Character assigned A 1 for 10 years



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