

251  
R 517 9/68

Now, Bend Lino Bridge given 1867  
do French 1646

Dimensions 221.9 x 44.0 x 23.11

Antonia

Rev 12/9/68 & 27/10/68 also 3/2/68 For Customs re-measurement  
see remark at end.

Spacing of  
Frames.  
and Scantling

Spaced 19 1/2 ins. Iron (depth not ascertained) 16 lbs  
Web of frame from sheer to Deck. 8 1/2 to 7 1/2 x 7/16. With two  
angle irons. 3 1/2 x 3 x 7/16. Reversed angle iron (single) on every  
alternate frame to Deck (upper) and on other frames  
not above the turn of bilge except in way of stringers

Wood Frame

Between each iron one from the top of the outer skin.  
(or lower part of lower deck beams) - up forming the  
rough tree stentions 8 x 7 1/2. Wood fashion timbers  
and transoms. (Round Stern)

Keelson  
(Main)

Wood, filled in between floors.

Do side  
and Bilge

I 10 1/2 to 8 1/2 deep. Flanges 4 ins. about 1/8 thick.

Hold stringers

4 on each side. 2 below hold beams. 1 at upper side, and  
1 midway between Hold & lower deck beams. each  
6 x 7/16. with 2 angle irons 3 x 3 x 7/16. with an  
Anchor-rod plate connecting each hold beam at  
the upper side (3 1/2 feet long by 20 lbs broad)  
with its stringer, with a plate and angle iron carried  
under the beams, with wood angle chocks between them.

Forming some these stringers run all fore & aft or are run into others  
of the Breasthooks and form hooks. & crutches. some of which latter,  
and crutches being too slight are broken at the throat.

Beams

I spaced 39 1/2 ins apart 8 ins deep 7 1/16 thick flanges 2 1/2 ins.  
(Deck) lined on top with wood 7 1/2 x 3. clench fastened to beam

Knees to do.

Bracket plates to each beam with an angle iron on the  
front of the bracket receiving a plate 33 1/2 x 7/16  
on the outside of which a forged iron knee is riveted with  
an arm on the side of the beam.



Beams - (Deck). Pillars &c. Fore beam  
Albar. I  $5 \times 3 \times \frac{5}{16}$  at under side of beams along the centre line with pillars at alternate beams also a T bar at the quarter-head  $3 \frac{1}{2} \times 3 \times \frac{5}{16}$  beside wood pillars down to the bilges.  
The forward deck beam and breast hook is of wood.

Beams (Lower deck) knees to do.  
I 9 ins deep.  $2 \frac{1}{16}$  thick flanges  $2 \frac{1}{2}$  ins. spaced as the upper deck and lined on top with a bracket knees at each alternate beam end, except at ends.

Beams (Holds)  
I 9 ins deep.  $\frac{1}{16}$  thick flanges  $2 \frac{1}{2}$  ins. spaced under every 4<sup>th</sup> beam above. ( $13 \frac{1}{2}$  in) without bracket knees, (some working at the lower part). Clasped by the wood pillars at centre line and quarters.

Stringer on ends of upper deck beams (at mainmast head) 4 feet and diagonal ties  
Original stringer  $8 \frac{1}{2} \times \frac{5}{16}$  with an angle iron at under side next the outside. Additionally, from the Windlass to  $\frac{2}{3}$  the distance between the main and mainmast marks  $39 \frac{1}{2} \times \frac{1}{16}$  hulls don't riveted.  
Diagonal ties  $14 \times \frac{1}{16}$  (see Builders remarks) these have been rove between the beam and the deck by removing part of the lining, where these cross the beams and <sup>in places</sup> where they reach the side they are fastened with square headed screws, to their hull straps.

Longitudinal ties outside of Hatchways  
None at either tier of beams. There is a plate on each side of the foremast (and probably the main mast)  $24 \times \frac{1}{16}$  (a space round the main mast is enclosed)

Stringer on lower deck beams  
 $32 \times \frac{1}{16}$  with an angle iron  $4 \times$  - extending from abreast of the Windlass to within 4 beams of the after end. From there to the ends at both top and bottom side of beams  $14 \times \frac{1}{16}$  with angle iron

Beams. Pop & Breasted  
T plate  $5 \frac{1}{2} \times \frac{5}{16}$  2 angle bars  $2 \frac{1}{2} \times 2 \frac{1}{2} \times \frac{5}{16}$  with bracket knees

Plating fore & end decks



Rev 70/9/68

"Antonia." Continued.

Rev 70/9/68

Plating

Two decks 2 strakes all fore and aft (see sketches). These with the lower deck watertight appear to be bolted on with iron, through the wood timbers.

Sheer Bidge.  
Keel and  
diagonal plates

None as far as seen at present. The ceiling and permanent dunnage were only removed in a few places -

Planking. As far as seen, all the wood materials subject (all longitudinal) classification are, French Oak with some additions of Greenheart. The planking appears

Fastenings to be in one thickness down to the lower deck beams, beginning with a sheerstrake  $2\frac{3}{4}$  (2 strakes) then

Down to plates

inside skin  
outside skin

a projection of  $1\frac{3}{4}$  and at the next strake  $2\frac{5}{8}$  which would show the plates to be about  $6\frac{5}{8}$  ins thick, with iron fastenings, the fastenings of the inner skin from thence down are screws (with square nuts) of iron <sup>through the frames</sup> and of the outside skin, clenched copper 2 in each strake in each space. outside butts double fastened with about 2 frames shift. There are some hexagonal nuts which are galvanized but it does not yet appear as to which skin they belong to. The inside strakes are about  $8\frac{1}{2}$  ins broad.

General  
Condition.

The ceiling is not cleared away which it will be necessary to have done to clean the iron work. There is an appearance of curvature along the keelson. The sheer on the starboard side ahead of the main mast is rather out of form and the butts of the deck at this part are wide. The fore end was not cleared. She has a full Poop and P.T.O. Forecastle and a deck house.

H. J. Mumford



The Customs, Measurements and  
Tonnage recently taken at this port  
are as follows.

Length 230. 3  
Breadth 46. 9.  
Depth 24 -

Tonnage  
Under deck 1883. 93  
Poop 164. 66  
House 39. 21  
Sides of Forecastle 9. 76  

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2017. 56

Reduction for Crew Space, not provided for



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Ben Jonson's

Letter to "Custome"



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