

No. 122 Survey held at S. Helms Jersey Date June, July 18  
Aug 9 & Sept 29 1838  
 on the Schooner Victoria Master Charles Alexander  
 Tonnage 139 Built at Jersey When built Laid down in May 1838  
Launched 10 Aug 1838  
 By whom built Geo Deslandes & Son Owners Chas Alexander  
 Port belonging to Jersey Destined Voyage Liverpool  
 If Surveyed Afloat or in Dry Dock on the Stocks &c.

Length aloft.....74 6 Extreme Breadth .....19 10 Depth of Hold .....12 9

#### Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	22		
Floors..... sided	0 1/4	Moulded	10 7 1/2
1 <sup>st</sup> Foothooks..... "	0	"	7 1/2 6 3/4
2 <sup>nd</sup> Ditto..... "	7 1/2	"	6 3/4 5 1/2
3 <sup>rd</sup> Ditto..... "	7	"	5 1/2 5
Top Timbers..... "	6 1/2	"	5 4 1/4
Deck Beams... Number of... <u>14</u> <u>High Ends</u>	7 1/2	"	7 1/2 5
Hold Beams... Do... Do... <u>none</u>		"	
Keel..... "	9	"	10 1/2
Kelsons..... "	10	"	11 1/2

#### Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	2 1/2	Foot Waling.....	2 1/2
Bilge Planks.....	3	Bilge Planks.....	3 1/2
Bilge to Wales.....	2 1/2	Ceiling in Flat.....	2 1/2
Wales.....	3 1/4	Ditto Bilge to Clamp.....	2 1/2
Topsides.....	2 1/4	Hold Beam Clamps.....	
Sheer Strakes.....	2 1/4	Deck Beam Ditto.....	2 3/4
Plank Sheers.....	2 1/4	Ceiling 'twixt Decks.....	2 1/2
Water-ways.....	4 1/2	Hold Beam Shelves.....	
Upper Deck.....	2 1/2	Deck Beam ditto.....	0 1/2 4 10

#### Size of Bolts in Fastenings.

Copper.	Inches	Copper.	Inches	Iron.	Inches
Heel-Knee, and Dead Wood abaft.....	7/8				
Scarp of Keel..... N <sup>o</sup> <u>10</u> <u>3 1/2</u> <u>7/8</u>		Bolts thro' the Bilge and Foot Waling.....	5/8	Hold Beam.....	
Floor Timber Bolts..... <u>3 1/2</u> <u>7/8</u>		Butt End Bolts.....	5/8	Deck Beam.....	3/4
Kelson ditto.....	7/8	Lower Pintle of the Rudder.....	1 1/8		
Transoms and throats of Hooks.....	7/8			same in Iron above the Copper.....	
Arms of Hooks.....	3/4				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 5 1/2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of French and Jersey Oak and are putty free from all defects.

Her Floors and first Foothooks are composed of French & Jersey Oak Timber.

Her other Foothooks and Top Timbers of French & Jersey Oak

Her Shifts of the first and second Foothooks are not less than 3 feet N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are Regular Shifts

The Frame is tolerably squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is Squared

The alternate Frames are — bolted together.

The Butts of the Timbers are — close together; their thickness not less than half of the entire moulding at that place.

The Frame is — chocked with a Butt at each end of the chock.

The Main Kelson is composed of French Oak and the False Kelson of none

The Scarphs of the Kelsons are not less than 4 feet 6 inches.

The Deck and Hold Beams are composed of Jersey and French Oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Sarbit Birch other Red Pine

From the first Foothook Heads to the Light Water Mark of Norway Red Pine

From the Light Water Mark to the Wales of Norway Red Pine Bilge Planks 1 Oak & 2 of Birch a Midships

The Wales and Black-strakes are of French & foreign Oak

The Topsides of Norway Red Pine

The Sheer-strakes of F Oak Decks, and state of, Red Pine

The Gunwales of F Oak Water-ways of Norway Red Pine

The Shifts of the Planking are not less than 5 Feet — Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought three 1/2 between.

**Planking Inside.**—The Clamps are composed of Norway Red Pine the Stringers of French Oak

The Bilge Planks of French Oak and the remainder of the Ceiling of Red Pine

**Fastenings.**—To Hold Beams none

Deck Beams One Iron Hanging Knee to each end of the Beam, no Wood Knives  
except the Foremast Beams which have no Iron Knives

Number of Breasthooks Four Pointers none Crutches none

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship very good

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

Builder's Name George Deslandes

Surveyor's Name W. G. Ansell



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

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	165	Chain .....	1	2	Bower, <u>9</u> <u>aw</u>
1	Fore Top Sails,	90	Hempen Stream Cable.....	<u>5</u> <u>1</u> <u>2</u>	1	Stream, <u>2</u> <u>1</u> <u>2</u>
2	Fore Topmast Stay Sails,	120	Hawser .....	4	1	Kedge,
2	Main Sails,	120	Towlines .....	3		All of proper weight.
1	Main Top Sails, <u>Sq</u>		Warp .....			
and <u>all new</u>			All of <u>good</u> quality.			

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

She has one Long Boat and one Tolly Boat

The present state of the Windlass is New Patent Winch New Capstan and Rudder New

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

*Chas Graham Esq - Secretary to Lloyd's Register of Shipping White Lin Cornhill London*

*Paid*

If Sheathed, Doubled, or Felted, Coppered to Light Ballant mark  
and Date when last done over Tarned Paper - in Sept 1030 -

And \_\_\_\_\_ of opinion this Vessel should be Classed \_\_\_\_\_

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, this 29 day of Sept 1030

Committee Minute 22 Oct 1830

Character assigned A

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