

No. 3224 Survey held at London Date March 18 32 24
 on the Regalia Master Smith
 Tonnage 354 Built at Whitby When built 1813
 By whom built — Owners J B Oldfield
 Port belonging to London Destined Voyage Islands of Zimbé
 If Surveyed Afloat or in Dry Dock Cornel Dock

Length aloft.....		Feet. Inches.		Extreme Breadth		Feet. Inches.		Depth of Hold		Feet. Inches.	
Scantlings of Timber.											
Timber and Space	each	24									
Floors	sided	13		Moulded							
1 st Foothooks	"			"							
2 nd Ditto	"			"							
3 rd Ditto	"			"							
Top Timbers	"	9		6							
Deck Beams	Number of	9		9							
Hold Beams	No. of	12		11							
Keel	"	11		14							
Kelsons	"	12		14							
Thickness of Plank.											
Outside.						Inside.					
Keel to Bilge						Foot Waling					
Bilge Planks						Bilge Planks					
Bilge to Wales						Ceiling in Flat					
Wales						Ditto Bilge to Clamp					
Topsides						Hold Beam Clamps					
Sheer Strakes						Deck Beam Ditto					
Plank Sheers						Ceiling 'twixt Decks					
Water-ways						Hold Beam Shelves					
Upper Deck						Deck Beam ditto					
Size of Bolts in Fastenings.											
Copper.				Copper.				Iron.			
Heel-Knee, and Dead Wood abaft				Bolts thro' the Bilge and Foot Waling				Hold Beam			
Scarphs of Keel				Butt End Bolts				Deck Beam			
Floor Timber Bolts				Lower Pintle of the Rudder				same in Iron above the Copper			
Kelson ditto											
Transoms and throats of Hooks											
Arms of Hooks											

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of do do

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

The rest of the Shifts of the Frame are indifferently

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

The alternate Frames are — bolted together.

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

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

The Main Kelson is composed of English Oak and the False Kelson of Pine

The Scarphs of the Kelsons are not less than 5 feet — inches.

The Deck and Hold Beams are composed of English Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of —

From the first Foothook Heads to the Light Water Mark of —

From the Light Water Mark to the Wales of —

The Wales and Black-strakes are of —

The Topsides of —

The Sheer-strakes of —

The Gunwales of English Oak

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 2 between.

Planking Inside.—The Clamps are composed of — the Stringers of —

The Bilge Planks of — and the remainder of the Ceiling of English Oak

Fastenings.—To Hold Beams Two wood lodging knees & Iron knee under & Iron Hangers etc

Deck Beams One wood lodging & one wood hanging

Number of Breasthooks Seven Pointers Two Crutches Two

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

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship Very much fair

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

Builder's Name —
 Surveyor's Name Thomson

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	200	Chain		3	Bower,
2	Fore Top Sails,		Hempen Stream Cable.....		1	Stream,
2	Fore Topmast Stay Sails,	100	Hawser	5 1/2	1	Kedge,
2	Main Sails,		Towlines			All of proper weight.
2	Main Top Sails,		Warp			
and			All of <u>good</u> quality.			

Her Standing and Running Rigging is well fitted sufficient in size and good in quality.

She has One Long Boat and One other

The present state of the Windlass is good Capstan good and Rudder good.

General Remarks—Statement and Date of Repairs.

Her general appearance is favourable the frame is sound in every visible part. The ceiling is in fair condition, the outside Plank (doubling) is in good condition, the fastenings are firm and she is very well secured at the beam ends and at the bows and stern,

Repairs 1831 Doubled from two strokes below the keel upwards including Shear Strokes, additional beam fastenings driven through doubling at the present time two new upper deck beams new bantch and transom new Counter new after end to the deck new Stanchions & Breast Hook caulked and generally overhauled. She is now in very fair substantial condition and fit for the service of dry cargo.

If Sheathed, Doubled, or Felted, Sheathed & fitted

and Date when last done 1834

And Sam of opinion this Vessel should be Classed A. 1

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

Committee Minute 21 March 1837

Character assigned A. 1



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