

No. 48 Survey held at Montrose Date 13th July 1835
on the Brig Regalia Master David Cobb
Tonnage 186⁸⁸/₇₇ Built at Montrose When built Launched 10th July 1833
By whom built James & David Birnie Owners George Crawford & others
Port belonging to Montrose Destined Voyage Bathie
If Surveyed Afloat or in Dry Dock

Length aloft.....	Feet. 81 Inches. 8	Extreme Breadth	Feet. 23 Inches. 2 1/2	Depth of Hold	Feet. 15 Inches. 4	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each 12 3/4	Inches Middle 13 Inches Ends 9 1/2	Outside.	Inches.	Inside.	Inches.
Floors.....	sided 10	Moulded 13 9 1/2	Keel to Bilge	2 1/2	Foot Waling.....	2 1/2
1 st Foothooks.....	" 9	" 9	Bilge Planks	4 1/2	Bilge Planks	4
2 nd Ditto	" 9 1/2	" 8 1/2	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
3 rd Ditto.....	" 9 1/2	" 8 1/2	Wales	4	Ditto Bilge to Clamp	2 1/2
Top Timbers	" 9	" 9	Topsides	2 1/2	Hold Beam Clamps	3 1/2
Deck Beams	" 10	" 9 1/2	Sheer Strakes	3 1/4	Deck Beam Ditto.....	3
Hold Beams	" 10 1/2	" 10 1/2	Plank Sheers.....	3 1/4	Ceiling 'twixt Decks	2
Keel	" 11	" 16	Water-ways	4	Hold Beam Shelves.....	4 1/2
Kelsons	" 10	" 12	Upper Deck	3	Deck Beam ditto	4
False Kelson						
10			Size of Bolts in Fastenings.			
Copper.			Copper.			
Heel-Knee, and Dead Wood abaft	1		Bolts thro' the Bilge and Foot Waling.....	—	Hold Beam.....	7/8
Scarphs of Keel.....	N ^o . 10	3/4	Butt End Bolts	5/8	Deck Beam	3/4
Floor Timber Bolts.....	1 1/16		Lower Pintle of the Rudder	3		
Kelson ditto.....	1 1/16					
Transoms and throats of Hooks	1				same in Iron above the Copper	
Arms of Hooks	3/4					
Copper.			Iron.			
Copper.			Iron.			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 15 1/2 Inches. The Space between the Top-timbers is 3 3/4 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 Hamburg White Oak Timber.

Her other Foothooks and Top Timbers of English Oak.

Her Shifts of the first and second Foothooks are not less than 3 feet 10 inches N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 3 feet 6 inches

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

The alternate Frames are 2 1/2 bolted together.

The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.

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

The Main Kelson is composed of American White Oak and the False Kelson of American White Oak.

The Scarphs of the Kelsons are not less than 4 feet 6 inches, with rudder on the top of the Scarph.

The Deck and Hold Beams are composed of Hamburg White Oak.

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

From the first Foothook Heads to the Light Water Mark of American Elm Amidships with English wooden ends.

From the Light Water Mark to the Wales of Dantzic White Oak & English hoods.

The Wales and Black-strakes are of Dantzic White Oak.

The Topsides of Dantzic White Oak.

The Sheer-strakes of Dantzic White Oak.

The Gunwales of Dantzic White Oak Water-ways of Dantzic White Oak.

The Shifts of the Planking are not less than 5 feet 6 inches on average N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. One or two Shifts on the tops of bows under 5 feet.

Planking Inside.—The Clamps are composed of Dantzic White Oak the Stringers of Dantzic White Oak.

The Bilge Planks of Dantzic White Oak and the remainder of the Ceiling of Dantzic White Oak with English hoods.

Fastenings.—4 To Hold Beams of Hamburg White Oak fast, with Oak lodging knees & 1/2" of 4 1/2" Oak Stringer.

14 Deck Beams of Hamburg White Oak fast, with Oak lodging knees & 5/8" of 4 1/2" Oak Stringer.

Number of Breasthooks five Pointers none Crutches two in Main Transom.

Butts End Bolts are of 5/8 Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling none bolted through and clenched.

General Quality of Workmanship very superior & substantial

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

Builder's Name J. & D. Birnie

Surveyor's Name M. W. Young

Her Masts, Yards, &c. are in good condition, and sufficient in size and length. being of the best Baltic fir

She has SAILS.

CABLES, &c.

ANCHORS.

No.		Fathoms.		Inches.	No.	
2	Fore Sails,	180	Chain	1 1/16	2	Bower,
1	Fore Top Sails,	80	Hempen Stream Cable.....	7 3/4	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser	5 3/4	2	Kedge,
1	Main Sails, <u>Square</u>	75	Towlines	4 1/2		All of proper weight.
2	Main Top Sails,	80	Warp	4		
1	Topmast & 1. Storm trysail		All of <u>the best</u> quality.			
and	they are					

Her Standing and Running Rigging is of Riga Rhine sufficient in size and good in quality.

She has one Long Boat and one Stern Boat

The present state of the Windlass is good Double Winch and Rudder sufficiently hung with copper and iron hangings

General Remarks—Statement and Date of Repairs.

I set forth & certify that the above description of the Brig Regalia is a correct one she having been surveyed by me at the different stages in building. I consider her a very superior built vessel her timbers are all English Oak with the exception of her floors & first footboards which are of hampshire white Oak, which timber is all of excellent quality and her planking is of Danzig White Oak of great lengths with English boards above the light water mark, and of American Elm of great lengths in the bottom, which must constitute a strong firm vessel she is all copper fastened in the bottom from the keel to the bends she has one bolt in each Butend put through and clinched inside she is treenail above the light water mark with English Oak trenails and with Danzig fir in the ^{floor of the} bottom, her sails are made of the very best Canvas & Rigging of the very best Riga Rhine and is extra found in all her furnishings

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And I am of opinion this Vessel should be Classed 10 A

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

Alwa Young

Committee Minute 4 August 1835

Character assigned A 1 for 8 years

Alwa Young



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