

STEAM VESSELS.

NWC 3615

No. 66th Port of Massachusetts Date 9th April 1839
 Survey of the Steam Schooner "Royal Sovereign" Master John McArthur
 Tonnage 291 G. M. By whom built Ed & W. Rogers Where built Massachusetts
 When built July 1839 Owners Governor Royal (Mass) Hotel Co. Port belonging to Massachusetts
 Destined Voyage Weymouth to Liverpool
 Surveyed Afloat or in Dry Dock while Building

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Outside.		Inside.	
Length of Keel	177	110	12	10	Bottom	3 1/4	Ceiling
Rake of Stem					Edge Planks	3 1/4	Bilge Planks
D° of Stern Post					Spongings	3/8	Lower Deck Clamps
Extreme Breadth	21	2			Wales	3/8	Upper Deck Clamps
Power of Engines	200 Horse.				Topsides	3/8	Shelf Pieces
Scantling of Timber.							
	Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.			
Timber and Space, each	18						
Floors in the middle		3	3	angle iron			
1 st Foothooks		3 1/2	12				
2 nd Foothooks		3	3	angle iron			
3 rd Foothooks		3	3				
Top Timbers		3	3				
Deck Beams	Middle	9	9	Red Pine			
	Knees			British Oak			
Lower Deck Beams	Middle	6	6	Red Pine			
	Knees			Iron			
Paddle Beams		16	16				
Main Kelson		13	13				
Engine and Boiler Sleepers	No. 6	Length 120	Sided 13	Moulded 13	Sort of Wood. Amer. Oak		

Decks.		Bolts.	
Thickness	Inches.		Inches.
Yellow Pine	2 1/2	Heel-Knee, and Dead Wood	1
Water Ways	Amer. Oak	Scarp of the Keel	1
		Kelson Bolts	1
		Sleeper Bolts	1
		Bolts thro' the Bilge and Foot	1
		Waling	1
		Butt Bolts	1
		Lower Deck Beam Bolts	3/4
		Hooks forward at throat	1
		Hooks forward at arms	1
		Transoms	1
		Lower Pintle of the Rudder	1

Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Bowsprit	Red and Yellow Pine	28 feet
Foremast		55 -
Main Mast		55 -
Mizen Mast		32 -

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp	160	1 1/2
D° Iron	70	8
Hawser	70	7
Towlines	70	5
1 st Warp	70	4
2 nd D°	70	4

Standing and Running Rigging is all found to be sufficient in size, and good in quality.

Sails.

Is generally well found in Sails, or otherwise. } generally well found.

Anchors.

Nos.	
2	Bower
1	Stream
1	Kedge

Boats.

Number and Description.

Two Boats. 24 feet by 7 feet.

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

Owner's Name

John W. Lantry for Compt.

Surveyor's Name

John A. Lantry

Lloyd's Register Foundation

NWC 774-0224

SURVEYOR'S REMARKS.

Timbering.

The Quality, *Iron timbers of Angle Iron 3x3. and floor plate 3/8 by 12 inches*
Squaring, and *15 inches apart in square body, and in fore and after ends, two*
Workmanship. *feet apart.*

Engine Room.

Floors filled in solid
to the floor heads,
or to what place.

Arrangement of Sleepers. *Two first filled in solid, and bolted thro' Main Nelson, with*
Steel bolts, next two, two feet apart, and the Ridge Sleepers
two feet from the latter.

Planking.

Outside and Inside *Iron plates, thickness as p. (other side), making four*
Quality, Edging, *feet wide, with Strips of Iron at Butts 5 inches broad,*
and Workmanship. *by half inch. Double riveted and Counter sunk with*
3/4 inch rivets every 2 1/2 inches.

Fastenings.

Iron or Copper, and
Date when done.

Butt Bolts through
and clenched, or
otherwise.

If diagonally trussed
or otherwise.

If Sheathed,
Coppered,
Doubled,
Felted.

Diagonally iron trussed in After body, from front of
Keel, all the way aft. Iron Strips about light water
Mark, about eighty feet in length, six inches by inch
secured to iron Angle timbers with inch rivets. Four
iron Bulkheads, Water tight from Nelson to deck,
diagonally secured athwart with Angle Iron.

Repairs.

General Observations
and Opinion as
required by the
Instructions.

*I was called to this vessel, repeatedly during her construction
and while connecting the Wood and Iron above, and requested
to suggest, any Fastenings, that I might consider would
be an advantage to the general strength of the vessel; some
diagonal iron trussing, was put in, at my suggestion, in the
After body, connecting the Wooden timbers and Stanchions,
from Keels to Wooden Stringer, and I am of Opinion, that
diagonal iron trussing in this manner, at proper angles,
not only throughout the bodies of the vessel, but also to the
solid iron Bulkheads athwart, is a great means of adding
strength to these vessels; Considerable pains was taken, to
make this vessel efficient, and as strong as her peculiar
construction would admit of, and the fastenings alluded to, are
now being generally adopted, in another vessel at present
constructing for the same Owners, called the 'Royal George'
I beg respectfully to submit to the Committee, what
I think they may consider her entitled to.*

Special Survey Fee £3. 3s. Paid.

346 The Amount of the Fee, " £ 3 : 3 : , is received by me.

Committee Minute 3 May 1839

Character assigned no class vessel

John P. Smith
Built for
Lloyd's Register
Foundation