

No. 189 Survey held at Littlehampton Date 2 August 1841

on the Ship Timandra Master James Skinner

New  
432 Tons  
including Poop  
which measured  
49 Tons

Tonnage 382 26 Built at Littlehampton When built July 1841

By whom built Stephen D. Oliver Owners Mr John Dixon

Port belonging to London Destined Voyage London

If Surveyed Afloat or in Dry Dock On the Ship three times while Building

Length aloft 115 9/10 Feet. Extreme Breadth 26 9/10 Feet. Depth of Hold 17 1/2 Feet.

#### Scantlings of Timber.

Timber and Space	each	Inches.	Moulded	Inches.	Inches.	Ends
Floors	sided	12		11	9	
1 <sup>st</sup> Foothooks	"	9	"	8 1/2		
2 <sup>nd</sup> Ditto	"	8	"	7 1/2		
3 <sup>rd</sup> Ditto	"	7	"	6 1/2		
Top Timbers	"	7	"	6 1/2		
Deck Beams N <sup>o</sup> . of 24	"	9	"	9		
Hold Beams N <sup>o</sup> . of 15 x	"	12	"	12		
Keel	"	12	"	13 1/2		
Kelsons	"	14	"	15		

#### Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	3 1/4	Foot Waling	4 1/2
Bilge Planks	5 1/2	Bilge Planks	4
Bilge to Wales	3 1/2	Ceiling in Flat	3
Wales	5	Ditto Bilge to Clamp	2 1/4
Topsides	3	Hold Beam Clamps	4
Sheer Strakes	4	Deck Beam Ditto	3
Plank Sheers	4	Ceiling 'twixt Decks	2 1/2
Water-Ways	0	Hold Beam Shelves	5 1/4
Upper Deck	3	Deck Beam Ditto	9
Binding Strake bolted thro'	4	Waterway Lower Deck 4 by 3 bolted thro' all, kept and down.	11

#### Copper.

Heel-Knee, and Dead Wood abaft	1 1/2
Scarp of Keel	8
Floor Timber Bolts	1 1/2
Kelson ditto	1 1/2
Transoms and throats of Hooks	1 1/2
Arms of Hooks	1

#### Size of Bolts in Fastenings.

#### Copper.

Bolts thro' the Bilge and Foot Waling	3/4
Butt End Bolts	3/4
Lower Pintle of the Rudder	3/4

Hold Beam	1
Deck Beam	1 1/2

same in Iron above the Copper

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

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

The other Foothooks and Top Timbers of English Oak.

The Shifts of the first and second Foothooks are not less than 4 to 2 in. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Goods.

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

The alternate Frames are all bolted together.

N. B. If not, state how bolted.

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

The Frame is angle chocked with na Butt at each end of the chock. Generally Skin ends to Chocks.

The Main Kelson is composed of English Oak and the False Kelson of None.

The Scarphs of the Kelsons are not less than 7 feet inches.

The Deck and Hold Beams are composed of English Oak, Upper Deck Beams as under 4 1/2 in at Main Hatch, 4 1/2 in at Aft Hatch, 4 1/2 in at Fore Hatch, 4 1/2 in at Main Hatch, 4 1/2 in at Aft Hatch, 4 1/2 in at Fore Hatch.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American White Oak.

From the first Foothook Heads to the Light Water Mark of American White Oak.

From the Light Water Mark to the Wales of English Oak.

The Wales and Black-strakes are of English Oak.

The Topsides of English Oak.

The Sheer-strakes and Plank-sheers of English Oak.

The Water-ways of Red Pine, Bolted thro' all.

The Decks of Red Pine.

State of None.

The Shifts of the Planking are not less than 5 Feet inches.

N. B. If less than prescribed by the Rule, state whether general

or partial, and if partial, in what part of the Ship.

The Planking is wrought Three between

Planking Inside.—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak.

The Ceiling, Lower Hold, of English Oak.

Between Decks of English Oak.

Shelf Pieces of English Oak.

Clamps of English Oak.

Fastenings.—To Hold Beams Iron straps round Timbers and bolted to Beams; Shelf and waterways bolted thro' and up and down, with 11 Iron hanging knees on each side.

Deck Beams Iron straps round Timbers and bolted to Beams; Shelf, Binding strake and waterways bolted thro' and up and down, with 8 Iron hanging knees of 4 Raffle standards on each side.

Number of Breasthooks Six Pointers Two Crutches One

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

Bilge and Footwaling Copper bolted through and clenched. Yes

General Quality of Workmanship Goods.

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

Builder's Name Stephen D. Oliver

Surveyor's Name John G. G. G.



© 2021

Lloyd's Register Foundation

PTS891-0118



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
<i>to be supplied at London</i>	Fore Sails,	200	Chain .....	1 1/2	3	Bower,	17. 2. 0
	Fore Top Sails,	80	Hempen Stream Cable .....	8	1	Stream,	17. 0. 0
	Fore Topmast Stay Sails,	100	Hawser .....	6	1	Kedge,	17. 0. 0
	Main Sails,	100	Towlines .....	7			
	Main Top Sails,	100	Warp .....	4 1/2			
and			All of <u>New &amp; Good</u> quality.				

Her Standing and Running Rigging to be fitted in London sufficient in size and \_\_\_\_\_ in quality.

She has One 22 foot new Long Boat and a 20 foot Skiff, also a Gig of 20 feet long.

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

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

The Ship is copper fastened to her Stakes, the Planking is free from sap, well edged, and properly fastened, she has one Deck Hook, Two Hooks above the Deck, and Three Breasthooks in the Hold, which are with the Crutches, Pointers, knees, knees to Transoms over Nuts of Iron Timbers, and knees to Transom abaft <sup>trunk</sup> middle of good lengths and well Bolted, she has a Poop of 45 feet, and a Forecastle of 22 feet, secured to the side with Iron straps round the Timbers; And having surveyed the Ship three times while Building agreeable to Instructions, I am of opinion that she is a faithful built Ship, and is now in a fit and proper condition to take dry and perishable Cargoes to and from all parts of the World.

If Sheathed, Doubled, Felted, or Coppered None When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed A1

The Amount of the Fee.....£ 4 : 0 : 0 is received by me, John C. Ashcroft

Special .....£ : :

Committee's Minute 13<sup>th</sup> August 1841

Character assigned A1 for 11 years



© 2021

Lloyd's Register  
Foundation