

No. 121 Survey held at Scarborough Date October 15 1845
 on the Ship Medway Master John Winter
 Tonnage 653 Built at Scarborough When built 1845
 By whom built Messrs W & R Tindall Owners Messrs W & R Tindall
 Port belonging to Scarborough Destined Voyage London thence Foreign
 If Surveyed Afloat or in Dry Dock While Building

Length aloft	Feet. 129	Inches. 4/10	Extreme Breadth	Feet. 27	Inches. 10/10	Depth of Hold	Feet. 21	Inches. 10/10	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space	each	Inches. 14		Outside.		Inside.			
Floors	sided	14	Moulded	14	11 1/2	Keel to Bilge	3 1/2	Foot Waling	3 1/2
1 st Foothooks	"	11	"	11 1/2	11 1/2	Bilge Planks	{ 2 of 5	Bilge Planks	{ 3 of 5
2 nd Ditto	"	10	"	9 1/2		Bilge to Wales	4	Ceiling in Flat	4 3
3 rd Ditto	"	9	"	7 3/4		Wales	6 of 5	Ditto Bilge to Clamp	3 1/2
Top Timbers	"	9	"	7 3/4		Topsides	3 1/2	Hold Beam Clamps	4
Deck Beams	N ^o . of 33	10	"	10	6 1/2	Sheer Strakes	3 1/2	Deck Beam Ditto	4
Hold Beams	N ^o . of 21	14	"	13 1/2	10	Plank Sheers	3 1/2	Ceiling 'twixt Decks	3 3/4
Keel	"	13	"	14 1/2		Water-Ways	5 1/2	Hold Beam Shelves	6 by 12
Kelsons	"	13 1/2	"	14		Upper Deck	3 1/4	Deck Beam Ditto	5 by 14
Copper.			Size of Bolts in Fastenings.						
Heel-Knee, and Dead Wood abaft	Inches. 1 1/4	1 1/2	Copper.			Iron.			
Scarp of Keel	N ^o . 2	7/8	Bolts thro' the Bilge and Foot Waling	22	7/8	Hold Beam	1 1/4		
Floor Timber Bolts	1 1/2	1 1/8	Butt End Bolts	3/4	7/8	Deck Beam	1 1/2		
Kelson ditto		1 1/8	Lower Pintle of the Rudder		3/2				
Transoms and throats of Hooks		1 1/4				same in Iron above the Copper			
Arms of Hooks	1 1/8	1 1/8							

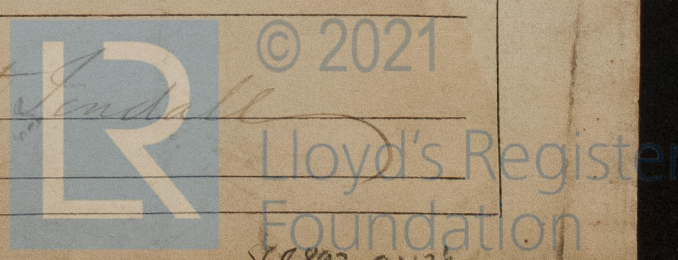
Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of Eng^l & African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng^l & African Oak and are all free from all defects.
 The Floors and first Foothooks are composed of English Oak Timber.
 The other Foothooks and Top Timbers of English Oak & Saul
 The Shifts of the first and second Foothooks are not less than 5 feet N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are 5 feet & upwards.
 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 fit close together; their thickness not less than 1/3 of the entire moulding at that place.
 The Frame is well choiced with square Butt at each end of the choick.
 The Main Kelson is composed of Eng^l & African Oak and the False Kelson of Amer. White Oak
 The Scarphs of the Kelsons are not less than 7 feet inches.
 The Deck and Hold Beams are composed of African & English Oak & E. I. Saul

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer. White Oak
 From the first Foothook Heads to the Light Water Mark of Teak
 From the Light Water Mark to the Wales of Teak
 The Wales and Black-strakes are of Teak The Topsides of Teak
 The Sheer-strakes and Plank-sheers of Teak The Water-ways of Amer. Red Pine
 The Decks of Amer. Yellow Pine State of Good Quality
 The Shifts of the Planking are not less than 6 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 38 1/2 Strakes between

Planking Inside.—The Limber-strakes are composed of Teak the Bilge Planks of Teak
 The Ceiling, Lower Hold, of Teak, Eng^l & Afr. Oak Between Decks of Teak
 Shelf Pieces of Teak Clamps of Teak

Fastenings.—To Hold Beams Plank Deck Beams Plank
 Number of Breasthooks Seven Pointers Two Crutches One under Ruff Post
 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 good

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Name Messrs W & R Tindall
 Surveyor's Name William Winter



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
2	Fore Sails,	210	Chain	1 1/2	4	Bower,	22. 1. 25
2	Fore Top Sails,	90	Hempen Stream Cable	9 1/2		Stream,	22. 1. 19
2	Fore Topmast Stay Sails,	75	Hawser . Chain	3		Stream,	23. 0. 20
1	Main Sail,		Towlines			Kedge,	2. 0. 10
2	Main Top Sails,	90	Warp	6			4. 2. 0
and 1 Mizzen Topsail		90	All of <u>good</u> quality.				

Her Standing and Running Rigging New (Patent) sufficient in size and very good in quality.

She has One Long Boat and One Ship & One Gig Boat

The present state of the Windlass is Patent Capstan 2 and Rudder main Pin Off Oak

General Remarks—Statement and Date of Repairs.

This Vessel has been surveyed at the prescribed periods while building. She is built of Teak African & English Oak and E. India Seal from the light water marks upwards; the Timbers being English Oak and the Waterways of American Red Pine

All the Deck and Hold Beam Fastenings are double Iron Lugs Knives, with 9 large Iron hanging Knives on each side under the Hold Beams & 20 Iron hanging Knives on each side under the Deck Beams

She has 2 Iron Arch Plates on each side extending diagonally from midships to the fore and after Floor heads, and from the same Centre one large Iron Plate on each side down to the midship floor heads all being bolted into every alternate Timber.

The Ship Pieces to the Deck & Hold Beams are all dovelled to the Beams & well fastened

The Workmanship throughout is very good.

If Sheathed, Doubled, Felted, or Coppered Polished & painted When last done

I am of opinion this Vessel should be Classed A1 12 years

The Amount of the Fee.....£ 5 : 0 : 0 is received by me, William Wear

Special£ : :

Committee's Minute 21st Oct 184.

Character assigned A1 for 12 years



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