

No. 145 Survey held at Scarborough Date July 27 1847  
on the Ship Severn Master Arminston Duncan  
Tonnage 475 da Built at Scarborough When built 1847  
By whom built M. J. R. Tridall Owners M. J. Tridall  
Port belonging to Scarborough Destined Voyage Scarbro to London  
If Surveyed Afloat or in Dry Dock White Building

|                                     |   |   |  |  |  |  |
|-------------------------------------|---|---|--|--|--|--|
| Length aloft                        | Feet. <u>125</u> <sup><u>5</u></sup> / <sub><u>10</u></sub> | Extreme Breadth                         | Feet. <u>25</u> <sup><u>4</u></sup> / <sub><u>10</u></sub> | Depth of Hold                                      | Feet. <u>18</u> <sup><u>4</u></sup> / <sub><u>10</u></sub> |  |
| <b>Scantlings of Timber.</b>        |   |   | <b>Thickness of Plank.</b>                                 |  |  |  |
| Timber and Space..... each          | <u>13</u> <sup><u>3</u></sup> / <sub><u>4</u></sub>         | Inches. Middle <u>14</u> Ends <u>11</u> | <b>Outside.</b>  | <b>Inside.</b>                                     | Inches.  |  |
| Floors..... sided                   | <u>13</u>   | Moulded                                 | Keel to Bilge  | <u>3</u> <sup><u>3</u></sup> / <sub><u>4</u></sub> | Foot Waling  | <u>4</u>   |
| 1 <sup>st</sup> Foothooks.....      | <u>10</u> <sup><u>1</u></sup> / <sub><u>2</u></sub>         | "                                       | Bilge Planks   | <u>4</u> <sup><u>3</u></sup> / <sub><u>4</u></sub> | Bilge Planks   | <u>4</u>   |
| 2 <sup>nd</sup> Ditto.....          | <u>9</u> <sup><u>1</u></sup> / <sub><u>2</u></sub>          | "                                       | Bilge to Wales   | <u>4</u>   | Ceiling in Flat  | <u>3</u> <sup><u>1</u></sup> / <sub><u>2</u></sub> |
| 3 <sup>rd</sup> Ditto.....          | <u>8</u> <sup><u>3</u></sup> / <sub><u>4</u></sub>          | "                                       | Wales  | <u>5</u>   | Ditto Bilge to Clamp                                       | <u>3</u> <sup><u>1</u></sup> / <sub><u>2</u></sub> |
| Top Timbers                         | <u>8</u> <sup><u>3</u></sup> / <sub><u>4</u></sub>          | "                                       | Topsides   | <u>3</u> <sup><u>3</u></sup> / <sub><u>4</u></sub> | Hold Beam Clamps   | <u>3</u> <sup><u>1</u></sup> / <sub><u>2</u></sub> |
| Deck Beams ....N°. of <u>33</u>     | <u>10</u>   | "                                       | Sheer Strakes  | <u>3</u> <sup><u>3</u></sup> / <sub><u>4</u></sub> | Deck Beam Ditto.....                                       | <u>3</u> <sup><u>1</u></sup> / <sub><u>2</u></sub> |
| Hold Beams ....N°. of <u>22</u>     | <u>13</u>   | "                                       | Plank Sheers.....  | <u>4</u>   | Ceiling 'twixt Decks                                       | <u>3</u> <sup><u>1</u></sup> / <sub><u>2</u></sub> |
| Keel                                | <u>12</u> <sup><u>1</u></sup> / <sub><u>2</u></sub>         | "                                       | Water-Ways.....  | <u>5</u> <sup><u>1</u></sup> / <sub><u>4</u></sub> | Hold Beam Shelves  | <u>5</u>   |
| Kelsons                             | <u>13</u>   | "                                       | Upper Deck   | <u>3</u> <sup><u>3</u></sup> / <sub><u>4</u></sub> | Deck Beam Ditto.....                                       | <u>5</u>   |
| <b>Size of Bolts in Fastenings.</b> |   |   | <b>Minuty Iron Metal</b>                                   |  |  |  |
| <b>Copper.</b>                      |   |   | <b>Copper.</b>   |  |  |  |
| Heel-Knee, and Dead Wood abaft      | <u>1</u> <sup><u>1</u></sup> / <sub><u>4</u></sub>          | Bolts thro' the Bilge and Foot Waling   | <u>7</u> <sup><u>8</u></sup> / <sub><u>16</u></sub>        | Hold Beam  | <u>1</u> <sup><u>1</u></sup> / <sub><u>8</u></sub>         |  |
| Scarpns of Keel.....N°. <u>8</u>    | <u>1</u>  | Butt End Bolts                          | <u>3</u> <sup><u>4</u></sup> / <sub><u>16</u></sub>        | Deck Beam  | <u>1</u> <sup><u>1</u></sup> / <sub><u>8</u></sub>         |  |
| Floor Timber Bolts                  | <u>1</u> <sup><u>1</u></sup> / <sub><u>8</u></sub>          | Lower Pintle of the Rudder              | <u>3</u> <sup><u>3</u></sup> / <sub><u>4</u></sub>         | same in Iron above the Copper.....                 |  |  |
| Kelson ditto                        | <u>1</u> <sup><u>1</u></sup> / <sub><u>8</u></sub>          |   |  |  |  |  |
| Transoms and throats of Hooks       | <u>1</u> <sup><u>1</u></sup> / <sub><u>8</u></sub>          |   |  |  |  |  |
| Arms of Hooks                       | <u>7</u> <sup><u>8</u></sup> / <sub><u>16</u></sub>         |   |  |  |  |  |

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 <sup>1</sup>/<sub>2</sub> Inches. The Space between the Top-timbers is 3 <sup>1</sup>/<sub>2</sub> Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English & Af Oak and are 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 5 to 6 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are more than sufficient. 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/<sub>3</sub> of the entire moulding at that place. The Frame is Well choaked with a Butt at each end of the chock. The Main Kelson is composed of Ind Teak & Af Oak and the False Kelson of Wh. Am Oak. The Scarphs of the Kelsons are not less than 6 feet 9 inches. The Deck and Hold Beams are composed of English & Af Oak & Sand.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Am Rock Elm. From the first Foothook Heads to the Light Water Mark of American White Oak. From the Light Water Mark to the Wales of E. J. Teak. The Wales and Black-strakes are of E. J. Teak. The Topsides of E. J. Teak. The Sheer-strakes and Plank-sheers of E. J. Teak & Af Oak. The Water-ways of E. J. Teak. The Decks of American 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 Three Stakes between the Bilge Planks of E. J. Teak & Af Oak.

**Planking Inside.**—The Limber-strakes are composed of E. J. Teak. Between Decks of E. J. Teak. The Ceiling, Lower Hold, of E. J. Teak & Sand & Grog. Clamps of E. J. Teak. Shelf Pieces of E. J. Teak.

**Fastenings.**—To Hold Beams Plate Iron Bolts on each side & 2 1/2 Iron Bangs on each side the Ship. Deck Beams a Plate Iron Bolt on each side & 2 1/2 Iron Bangs on each side the Ship. Number of Breasthooks 5 Pointers 1 each side Crutches Solid Chock bolted thro' & down. Butts End Bolts are of Copper & Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling — bolted through and clenched. General Quality of Workmanship Very Good. 21 Bolts each side the Bilge is through & clenched 2 Bolts on each floor in foot waling but not

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

Builder's Name

Surveyor's Name



& Bowsprit of E. I. Teak

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

| She has SAILS.   |                          |          | CABLES, &c.                 |         | ANCHORS, and their weights. |         |                                  |
|------------------|--------------------------|----------|-----------------------------|---------|-----------------------------|---------|----------------------------------|
| N <sup>o</sup> . |                          | Fathoms. |                             | Inches. | N <sup>o</sup> .            |         |                                  |
| 2                | Fore Sails,              | 135      | Chain .....                 | 1 7/8   | 4                           | Bower,  | 18.2.18) 17.0.1) 16.3.1) 16.1.2) |
| 2                | Fore Top Sails,          | 75       | Hempen Stream Cable .....   | 7 1/2   | 1                           | Stream, | 7.1.4)                           |
| 2                | Fore Topmast Stay Sails, | 75       | Hawser <u>Chain</u> .....   | 7 1/8   | 2                           | Kedge,  | 13.3.14) 11.3.7)                 |
| 1                | Main Sails,              | 90       | Towlines .....              | 5       |                             |         |                                  |
| 1                | <u>Main Top Sail</u>     | 90       | Warp .....                  | 4 1/2   |                             |         |                                  |
| 2                | Main Top Sails,          |          | All of <u>Best</u> quality. |         |                             |         |                                  |
|                  | and 1 Main Trog Sail     |          |                             |         |                             |         |                                  |
|                  | 1 <u>Mixer</u>           |          |                             |         |                             |         |                                  |

Her Standing and Running Rigging \_\_\_\_\_ sufficient in size and Good in quality.

She has a 24f Long Boat and 1 Skiff 21f <sup>put</sup> & 1 Jolly Boat 17f of Larch

The present state of the Windlass is Patent Capstan New and Rudder New

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

This Vessel has been surveyed at the appointed periods while building, she is Built of Teak, Up<sup>r</sup> & Eng Oak & East. Ind<sup>r</sup> Saul Wood from the Light Water Marks upwards, the Timber being all English Oak, & the Waterways of East Ind<sup>r</sup> Teak & well bolted & dowelled

All the deck & Hold Beams are dowelled to the Shelf Pieces with Iron Long Nails on each side of each beam, with eight Hanging Nails on each side the ship under the Hold beams, & 24 Hanging Nails on each side the ship under the Deck Beams. — She has two Iron Plates or Hooks worked on the timber under the Plank & thro' the Stern about 40 feet long each. one below the House Holes & one in a line with the Hold Beams. — She has 2 Iron Arch Plates on each side extending diagonally from Midships to the fore & after floor heads, & from the Centre 1 large Iron plate Ribs on each side down to the Midship floor heads, all the arch Plates being bolted into every alternate Timber, she is well fastened in the Stern frame by 4 large Iron knees extending from the upper Transoms well up the Quarters with a transom over the Stern timber fut with an Iron knee on each side. She is all thoroughly copper fastened from the keel to the gunwale with Copper & Muntz Metal, having no Iron Bolts in the Top Sides or Wales. —

The Certificate of the Chain Cables has been shown to me  
The Ironails are all engine turned & tapped both inside & out & wedged at the inner end & are of & Blue Gum Teak selected

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 13 years. A. 1.

The Amount of the Fee.....£ 5 : " : " is received by me,

Special .....£ : :

Committee's Minute 3rd Augt 184

Character assigned 13 Ea



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