

No. 213 Survey held at Scarborough Date from Nov 19<sup>th</sup> 1851 to Nov 12 1853  
on the Nimroud Master John Gatenby  
Tonnage 663 1022 Built at Scarborough When built 1853  
By whom built Messrs Tindall Owners Messrs Tindalls  
Port belonging to Scarborough Destined Voyage  
If Surveyed Afloat or in Dry Dock While Building at the two stages as per Rule

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.
Scantlings of Timber.			Thickness of Plank.					
Room and Space	Inches.		Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors	14	Moulded	14 1/2	12	Keel to Bilge	3 3/4	Limber Strakes	1 1/2
1 <sup>st</sup> Foothooks	12	"	12	10 1/2	Bilge Planks	4 1/2	Bilge Planks	4 3/4
2 <sup>nd</sup> Ditto	10 1/2	"	10 1/2	9 1/2	Bilge to Wales	4	Ceiling in Flat	4
3 <sup>rd</sup> Ditto	9 1/2	"	9 1/2	6 1/2	Wales	4 1/4	Ditto Bilge to Clamp	3 1/2
Top Timbers	8 1/2	"	7 1/2	6	Topsides	4 1/4	Hold Beam Clamps	4
Deck Beams N <sup>o</sup> 30	4 feet 2 in	Average Space	11	10 1/2	Sheer Strakes	4	Deck Beam Ditto	4
Hold Beams N <sup>o</sup> 25	4 feet	Average Space	14	10	Plank Sheers	4	Ceiling 'twixt Decks	4
Keel	14	"	15		Water-Ways	5 1/2	Hold Beam Shelves	4
Kelsons	14 1/2	"	16		Upper Deck	3 1/2	Deck Beam Ditto	4
Size of Bolts in Fastenings, distinguishing whether								
Copper or Iron.			Copper or Iron.			Iron.		
Heel-Knee, and Dead Wood abaft	1 1/2		Bolts thro' the Bilge and Limber Strakes	1 1/8		Hold Beam	1 1/4	
Scarp of Keel	1 1/2	N <sup>o</sup> Eight	Butt End Bolts	1 3/4		Deck Beam	1 1/8	
Floor Timber Bolts	1 1/2		Lower Pintle of the Rudder	3 5/8		Shelf	1	
Kelson ditto	1 1/2							
Transoms and throats of Hooks	1 1/4							
Arms of Hooks	1							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/4 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects. The Floors and first Foothooks are composed of Oak Timber. The other Foothooks and Top Timbers of Oak. The Shifts of the first and second Foothooks are not less than 4 feet 6 in N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 5 feet 6 in & 6 feet. The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared.

The alternate Frames are bolted together. N. B. If not, state how bolted. 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 chocked with a Butt at each end of the chock. The Main Kelson is composed of White Iron Bark and English Oak and the False Kelson of White Iron Bark. The Scarphs of the Kelsons are not less than 7 feet inches. The Deck and Hold Beams are composed of Oak, White Iron Bark & English Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm. From the first Foothook Heads to the Light Water Mark of American White Oak & Oak. From the Light Water Mark to the Wales of Oak. The Wales and Black-strakes are of Oak. The Topsides of Oak. The Sheer-strakes and Plank-sheers of Oak. The Water-ways of Oak. The Decks of Up pine. State of Good. 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 Oak the Bilge Planks of Oak. The Ceiling, Lower Hold, of Oak, Oak & Mahogany. Between Decks of Mahogany & Oak. Shelf Pieces of Oak. Clamps of Oak.

Fastenings.—To Hold Beams Iron Lugs on each side of the Beam Ends and doweled to Shelf pieces above & below and 10 Hanging Nails on each side. Deck Beams Iron Lugs on each side of the Beam Ends and doweled to the shelf & waterway and 26 Hanging Nails on each side. Number of Breasthooks Six Pointers Two Crutches Floor Timbers run close aft. Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes are bolted through and clenched. Treenails of Australian wood. General Quality of Workmanship Very good.

We certify that the preceding is a correct description of the above-named Vessel, Builder's Signature Wm Jas Tindall Surveyor's Signature Henry Adams William Adams Register Foundation



Her Masts, Yards, &c. are in good 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,	120	Chain .....	1 9/16	4	Bower, <u>26.2.0</u> - <u>24.1.0</u> - <u>24.0.0</u> - <u>24.2.0</u>
2	Fore Top Sails,	150	do .....	1 1/2	1	Stream, <u>8.1.0</u>
2	Fore Topmast Stay Sails,	90	Hempen Stream Cable .....	9 1/2	2	Kedge, <u>3.3.0</u> <u>2.2.0</u>
1	Main Sails,	85	Hawser .....	1		
2	Main Top Sails,	90	Towlines .....	6		
and 1 Square Main sail			Warp .....	5 1/2		
1 Main Top Sail			All of <u>Best</u> quality.			

Her Standing and Running Rigging quite sufficient in size and of best quality.

She has One Long Boat and three smaller boats

The present state of the Windlass is Capstan and Rudder Pumps } All new Very good

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

This Vessel has been surveyed at the appointed period when Building — She is built of English Oak Timbers and planked with East India Teak and White Iron Bark Wood Beams with part Cay Pine Oak Beams — all the Deck and Hold Beams are well dovetailed to the shelf pieces with Iron ring knees on each side the waterways and shelves of the main Deck are Teak and the shelves of the Hold Beams are White Iron Bark, and masonry well bolted in, out and up, down and dovetailed to the Beams (all the Deck Beams) (except two or three forward and aft which are secured with Wood knees) have 2 Iron Ribs at each end well bolted to the Beams through the shelf side, all the through and there fastenings and Butts End Bolts in this Ship are yellow metal to the total Exclusion of Iron, there are 20 Iron knees on each side to the Deck Beams, and 10 on each side to the Hold Beams — This Vessel has 2 Iron arch plates on each side extending diagonally from midships to the floor head forward and aft, and from the center of those plates a large Iron Riber on each side running down to the midship floor head all well bolted to the sides, the stern frame is well secured by 2 large Iron knees on the Wing Transom extending well up the Quarters, and two upon the Transom which is placed over the Stern timber feet — forward this vessel is secured by two stout Iron plates about 45 feet long which go through the stem upon the timbers under the plank of the bow and well bolted to the timbers — one is below the Hawse holes, and the other about the height of the hold beams at the bow side of the plank on the Bow port,

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

I am of opinion this Vessel should be Classed 13 years A1

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

William Mead

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute 18 Nov 1853

Character assigned A1 for 13 years

LQ



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