

Rec 16/11/53

No. 213 Survey held at Scarborough Date from Nov 19th 1851 to Nov 22nd 1853
 on the River Don Master John Gatenby
 Tonnage 663 1022 Built at Scarborough When built 1853
 By whom built Messrs Lindall 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.					
Room and Space	28	Inches.	Inches. Middle	Inches.	Thickness of Plank.
Floors.....sided	14	Moulded	14 1/2	12	Outside.
1 st Foothooks	12	"	12	10 1/2	Keel to Bilge
2 nd Ditto	10 1/2	"	10 1/2	9 1/2	Bilge Planks
3 rd Ditto	9 1/2	"	9 1/2	6 1/2	Bilge to Wales
Top Timbers	8 1/2	"	7 1/2	6	Wales
Deck Beams N° 30 Average Space	4 feet 2 1/2	"	11	10 1/2	Topsides
Hold Beams N° 25 Average Space	4 feet	"	14	10	Sheer Strakes
Keel	14	"	15		Plank Sheers
Kelsons	14 1/2	"	16		Water-Ways
					Upper Deck

Size of Bolts in Fastenings, distinguishing whether

Copper or Iron.

	inches.
Heel-Knee, and Dead Wood abaft	1 1/2
Scarps of Keel	8 ft - 1 1/2
Floor Timber Bolts	7/8 - 1 1/2
Kelson ditto	1 1/2
Transoms and throats of Hooks	1 1/4
Arms of Hooks	1

Copper or Iron.

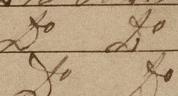
	inches.
Bolts thro' the Bilge and Limber Strakes	1 1/2
Butt End Bolts	1 1/2
Lower Pintle of the Rudder	3 5/8

Iron.

	inches.
Hold Beam	Yellow Metal 1 1/4
Deck Beam	1 1/8
Shelf	1 1/4

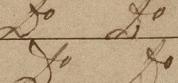
Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English Oak and are free from all defects.

The Floors and first Foothooks are composed of



Timber.

The other Foothooks and Top Timbers of



The Shifts of the first and second Foothooks are not less than 4 feet 6 inches. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 5 feet 6 inches & 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 1/2 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 Wood & English Oak and the False Kelson of White Iron Wood Bark.

The Scarps of the Kelsons are not less than 7 feet 6 inches. Rider Kelson 6 feet

The Deck and Hold Beams are composed of Pine, Chestnut & 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 & Pine

From the Light Water Mark to the Wales of Pine

The Wales and Black-strokes are of Pine

The Topsides of Pine

The Sheer-strokes and Plank-sheers of Pine

The Water-ways of Pine

The Decks of Pine pine

State of Good

The Shifts of the Planking are not less than 5 Feet 6 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 Pine between

the Bilge Planks of Pine

Planking Inside.—The Limber-strokes are composed of Pine

English Oak, White Iron Bark, Sycamore, Pine & Mahogany Between Decks of Mahogany & Pine

The Ceiling, Lower Hold, of Pine

Clamps of Pine

Shelf Pieces of Pine

Pine

Fastenings.—To Hold Beams Iron bars on each side of the Beam Ends and dowelled to Shelf pieces above & below and 10 Hanging knees on each side

Deck Beams Iron bars on each side of the Beam Ends and dowelled to the shelf waterway and 26 Hanging knees 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 J. Tindall Surveyor's Signatures

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

She has SAILS.

N°.	Fathoms.
2	Fore Sails,
2	Fore Top Sails,
2	Fore Topmast Stay Sails,
1	Main Sails,
2	Main Top Sails,
	and 1 Square Main sail 1 main Top Sail

CABLES, &c.

Inches.	N°.
1 9/16"	4
do	1
1 1/2	1
9 1/2	2
Hawser	1
Towlines	6
Warp	5 1/2

ANCHORS, and their weights.

Bower, 26.2.0 - 24.1.0 - 24.0.0 - 24.2.0

Stream, 8.1.0

Kedge, 3.3.0 2.2.0

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 Windlas is Capstan and Rudder Pumps} All new very good

General Remarks—Statement and Date of Repairs.

This Vessel has been Surveyed at the appointed periods when building — She is Built of English Oak Timbers and planked with East India Teak and White Iron Bark Wood Beams with part English Oak Beams — all the Deck and Hold Beams are well Doubled to the strength of pieces with Iron tie Kneeces 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 are well bolted in & out and up & down and Doweled to the Beams all the Deck Beams (Except two or three forward on aft which are secured with Wood Kneeces) have 2 Iron pins at each end well bolted to the Beams through the thickness of side, all the through and these fastenings and Butts End Bolts in this ship are yellow Metal to the total exclusion of Iron, there are 20 Iron Kneeces on each side to the Deck Beams, and 10 on each side to the Hold Beams — This Vessel has 2 Iron arch plates much extending diagonally from Midships to the fore heady forward and aft, and from the Center of those plates a large Iron Rider on each side running down to the Midship floor beams all well bolted to the sides, the stem frame is well secured by 2 large Iron Kneeces 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 are well bolted to the timbers — one is below the Hawse holes, and the other about the height of the hold Beams at the low side of the plan for 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,

Note

Special £ : :

Certificate (if required) £ : :

Committee's Minute 18 October 1853

Character assigned

A 1 for 13 Years

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Lloyd's Register
Foundation