

No. 1616 Survey held at Sunderland Date April 1840
on the Bk. "Himalaya" Master Hugh Burn
Tonnage 477 Built at Sunderland When built 1840
By whom built J and P Mills Owners Edw. Arthur
Port belonging to Newcastle Destined Voyage Sydney
If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.	
	112	0		27	6		18	10	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space	each	Inches.		Outside.	Inches.	Inside.		Inches.	
Floors	sided	14	Moulded	13 1/2	10 1/2	Keel to Bilge	3 1/2	Foot Waling	4
1st Foothooks	"	10 1/2	"	9 1/2		Bilge Planks	5	Bilge Planks	4 1/2
2nd Ditto	"	10	"	9		Bilge to Wales	3 1/2	Ceiling in Flat	3
3rd Ditto	"	9	"	8		Wales	5	Ditto Bilge to Clamp	3 1/2
Top Timbers	"	8	"	5 1/2		Topsides	3	Hold Beam Clamps	4 1/2
Deck Beams	N ^o . of 25	9	"	9	5 3/4	Sheer Strakes	3 1/2	Deck Beam Ditto	3
Hold Beams	N ^o . of 17	11	"	11	9	Plank Sheers	3 1/4	Ceiling 'twixt Decks	2 1/2
Keel	"	13	"	10		Water-Ways	8	Hold Beam Shelves	12 by 5 1/2
Kelsons	"	13	"	14		Upper Deck	3 1/4	Deck Beam Ditto	-
Copper.			Size of Bolts in Fastenings.			Iron.			
Heel-Knee, and Dead Wood abaft	C	1 1/4		Copper.					
Scarp of Keel	N ^o . PC	3 1/4	Bolts thro' the Bilge and Foot Waling	C	3/4	Hold Beam		1 7/8	
Floor Timber Bolts	C	1 1/4	Butt End Bolts	C	3/4	Deck Beam		1 7/8 5/4	
Kelson ditto	C	1 1/4	Lower Pintle of the Rudder	C	3/8				
Transoms and throats of Hooks	C	1 1/4							
Arms of Hooks	C	1 1/4							
								same in Iron above the Copper	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 3 Inches. The Space between the Top-timbers is 4, 5, 6 Inches. The Stem, Stern Post, are composed of English Oak, the Transoms, Aprons, Knight Heads, Hawse Timbers, of English & African Oak, and are up to 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 ft to 4 1/2. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good. The Frame is all well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared. The alternate Frames are all bolted together. to Wales. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/4 of the entire moulding at that place. The Frame is cross choaked with a Butt at each end of the choek. The Main Kelson is composed of African Oak and the False Kelson of Amer = Oak 12 1/2 x 13. The Scarphs of the Kelsons are not less than 6 feet 6 inches. The Deck and Hold Beams are composed of English and African Oak. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Elm. From the first Foothook Heads to the Light Water Mark of Foreign Oak. From the Light Water Mark to the Wales of African and English Oak. The Wales and Black-strakes are of African and English Oak. The Topsides of Pitch Pine. The Sheer-strakes, and Plank-sheers of English Oak. The Water-ways of Pitch Pine. The Decks of Yellow Pine. State of —. The Shifts of the Planking are not less than 5 Feet 0 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 — between —. **Planking Inside.**—The Limber-strakes are composed of Foreign Oak the Bilge Planks of Amer = Oak. The Ceiling, Lower Hold, of Thinned Oak (seasoned) Between Decks of Orange Oak. Shelf Pieces of Stettin Oak. Clamps of African & English Oak. **Fastenings.**—To Hold Beams Iron Ledger pieces, 2 inches on top, and 14 Iron knees each side. Deck Beams One Wood knee and Iron Lugs hanging knee 2nd Water ways dovetailed in 4 pair of hanging standard each side. Number of Breasthooks Five + 2 Ironson Pointers one pair. One Iron Crutches + 3 Transom knees each side. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling — is — bolted through and clenched. General Quality of Workmanship good.

Her Masts, Yards, &c. are in 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,	240	Chain	5 1/8	3	Bower,	8 - 18 - 17 1/2
4	Fore Top Sails,	90	Hempen Stream Cable	7 1/2	1	Stream,	5 1/2
2	Fore Topmast Stay Sails,	75	Hawser	7 1/8	1	Kedge,	2 1/2
1	Main Sails,	90	Towlines	6 1/4			
2	Main Top Sails,	2	Warps ... 92 fathoms each ...	5 3/4 or 4 1/2			
and well found in other sails			All of <u>good</u> quality.				

Her Standing and Running Rigging Almop sufficient in size and good in quality.

She has the Long Boat and 2 other Boats

The present state of the Windlass is good Capstan well kept and Rudder strong
with patent purchase

General Remarks—Statement and Date of Repairs.

Frame of well found, healthy quality; very well brought and shifted and generally well squared throughout and of good scantling: Top timbers properly scarphed on 1st head. Seasoned House timbers fairly squared—a few of the Beams rather wavy and sappy in places, but are of good scantling and quality, and sufficient for the ship: Keel of dry oak fair length in the arms and generally well squared.

The quality of planking both outside and inside all sound & good well brought and shifted free from sap: Stowage of dry oak (English turned) upper and lower Deck Beams: Deck and Gunwale &c. also the Keel. Moulds are all well and securely fastened.

On keel building in June. 1839 launched March 1840 was
Surveyed as follows— $\frac{17}{9} : \frac{29}{10} : \frac{6}{12} : \frac{29}{1} : \frac{21}{3}$. and sundry other lines

If Sheathed, Doubled, Felted, or Coppered by the officers in London to Wicks When last done April 1840

I am of opinion this Vessel should be Classed 10 A.S.

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

Special£ 18 : 18 : 0
24 - 5 - 0

Committee's Minute 18th April 1840

Character assigned A 1 for 10 years

John Brunton



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Lloyd's Register
Foundation